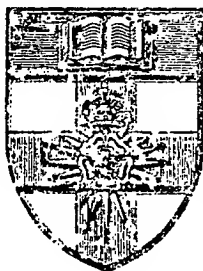


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FIRST AND SECOND
REPORTS
FROM THE
SELECT COMMITTEE
APPOINTED
TO INQUIRE INTO THE AMOUNT OF ADVANCES
MADE BY THE
COMMISSIONERS
OF
PUBLIC WORKS IN IRELAND.

*Ordered, by The House of Commons, to be Printed,
26 June and 27 August, 1835.*

AND REPRINTED BY
"THE SOCIETY FOR THE IMPROVEMENT OF IRELAND,"

FEBRUARY, 1846,

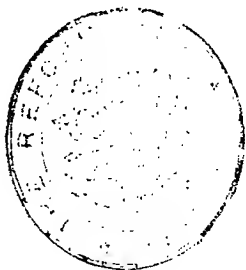
PURSUANT TO A VOTE OF A GENERAL MEETING OF THE CITIZENS OF DUBLIN AND OTHERS IN
PUBLIC MEETING ASSEMBLED, 18TH FEBRUARY, 1846, AT THE MUSIC HALL,
LOWER ABBEY-STREET, UNDER REQUISITION FROM
THOMAS BERMINGHAM, J. P. ESQ.,
CARAMANA, CO. GALWAY.

THE RIGHT HON. THE LORD MAYOR OF THE CITY OF DUBLIN
IN THE CHAIR.

DUBLIN:
HODGES AND SMITH, GRAFTON-STREET.
1846.

DUBLIN: PRINTED BY M. H. GILL,
AT THE UNIVERSITY PRESS.

TO
HER MOST GRACIOUS MAJESTY
QUEEN VICTORIA,
TO THE
NOBILITY AND GENTRY OF GREAT BRITAIN AND IRELAND,
AND
TO THE IRISH PEOPLE,
This Report
IS DEDICATED.
BY
"THE SOCIETY FOR THE IMPROVEMENT OF IRELAND,"
FORMED IN FEBRUARY, 1846,
AS THE GREAT CHARTER OF IRISH RIGHTS.



minute and searching inquiry by the committee appointed, of all witnesses and other evidence produced before them, and which Committee consisted of most of the members of the present Ministry, and the then opposition, headed by Lord John Russell, and including Mr. O'Connell, Mr. Wyse, and other leading Irish members, and which Report was unanimously adopted by the House in the month of June, 1835, never since acted on, and equally neglected by all parties.

The meeting assembled about two o'clock in the Music Hall, Lower Abbey-street, which is admirably adapted for a public assembly. The boxes were filled with fashionable ladies, accompanied by the members of their respective families. About two o'clock the building began to fill, and the Right Hon. the Lord Mayor of the City of Dublin arrived, and was received with loud and general cheering, to which his lordship responded by bowing, and putting his hand upon his breast.

His Lordship was seated in an elevated chair, upon a large platform commanding a view of the entire meeting, which became extremely numerous about half-past two o'clock, and continued so till the close, which was after five o'clock.

On the right hand of the Chairman,

The LORD MAYOR,

was Thomas Bermingham, Esq., of Caramana, in the county of Galway, J.P., who had been mainly instru-

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mental in procuring the assembly of the meeting, and who for many years past is well known to have devoted himself to the promotion of Irish industry, in all its branches, so far as he was capable of inducing the successive administrations since 1835 to look to or consider the wants of the Irish people, and the destitute situation of her labouring population ; near Mr. Bermingham were situated some of the leading bankers, merchants, and traders of the city of Dublin, as also many gentlemen of large landed estates, from various parts of Ireland, amongst whom was observed John M'Donnell, Esq., of Merrion-square, director of the Bank of Ireland ; Robert Rundell Guinness, Esq. ; John Classon, Esq. ; Charles Kennedy, Esq. ; Francis Comyn Woodstock, county Galway, Esq. ; Colonel Charles Fitzgerald ; Thomas J. Quinton, Esq., De Vesci Terrace ; John Reynolds, Esq. ; John Wisdom, Esq. ; Pierce Nagle, Esq., J.P., of Annakisey, Doneraile ; — Carew, Esq., county Westmeath ; Thomas Dixon, of Abeline, Newtown Park ; D. Stack, Esq. ; D. F. Brady, Esq., M.D., &c.

On the left of the Chair sat James Dwyer, Q.C., who had only recently recovered from a severe illness, as was afterwards stated to the meeting, and who was stated also to have taken an active part in aiding Mr. Bermingham to bring under the consideration of a public meeting, the all-important subject of the Report of February, 1835 ; also Sir James Murray ; William Keogh, Esq., Barrister-at-Law ; Andrew

Geraghty, Esq., Merrion-square ; William Justin O'Driscoll, Esq., of Lower Fitzwilliam-street, Barrister-at-Law ; David Daly, Esq., of same street, Solicitor to the Congregated Trades and Guilds of Dublin ; D. F. Brady, Esq., M.D., North Frederiek-street ; Daniel Staek, Esq., Barrister-at-Law ; Townsend M'Dermott, Esq., Barrister-at-Law ; — Mackay, Esq., of Leeson-street, Barrister-at-Law ; William Finlay Cusaek, Esq., of Lower Camden-street ; Matthew Adair Phillips, Esq., of Lincoln's Inn ; John Julien, Esq. of Lower Mount-street ; — Baggot, Esq., Lower Fitzwilliam-street ; and many others whose names we could not collect ; but the platform was densely crowded ; the body of the house and passages were filled (but not inconveniently) with well-dressed artisans, and many others apparently of the working classes, who appeared to take the deepest interest in the business of the day, and were most orderly in their demeanour, though receiving with the loudest applause and great cheering, the Lord Mayor, Mr. Bermingham, and the several speakers, as they addressed them, and the meeting, from the platform.

The business of the day commenced about ten minutes after two, by Thomas Dixon, Esq., of Abeline, moving, seconded by James Dwyer, Esq., Q.C.

That the Right Hon. the Lord Mayor of the city of Dublin be requested to take the Chair, and preside at the present meeting ; and that Daniel Staek, Esq., Barrister-at-Law, and Daniel F. Brady, Esq., M. D., of

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North Frederick-street, be requested to act as Secretaries to this meeting, and as Honorary Secretaries to the Committee and Society for the Improvement of Ireland, to be hereafter named.

This resolution was put from the chair, and passed unanimously.

Proposed by Thomas Bermingham, Esq. ; seconded by John M'Donnell, Esq.

RESOLVED,—That although we approve of the policy of Sir Robert Peel, and the present Ministry, in their general principles of free trade, and striking the shackles from commerce, yet, as Ireland may suffer from losing the advantage of supplying corn and provisions to the sister country, we feel that Ireland is now entitled to an ample equivalent, and more particularly, as twenty millions were voted to the slave owners of Jamaica, for the emancipation of eight hundred thousand negroes ; and that we feel we are entitled in right, in policy, and in justice, to call for the fulfilment of the recommendation of a Report of the House of Commons on Public Works in Ireland, in February, 1835, made by a Committee (of which most of the present Ministry were members), of two millions and a-half annually, in aid of the industry of of Ireland, her railways, her fisheries, her mines, and all species of national industry.

This resolution having been put from the Chair, passed unanimously.

Moved by James Dwyer, Esq., Q.C., seconded

by Townsend M'Dermott, Esq., and passed unanimously, amidst great cheering.

RESOLVED,—That the warm and heartfelt thanks of this meeting, and of the Irish people, are due, and hereby given, to our valued fellow-countryman, Thomas Bermingham, Esq., J.P., of Caramana, for his persevering and disinterested exertions, for a series of twenty years, to forward the industry and enterprize of Ireland, and to raise up and sustain her suffering and laborious people; and more especially for calling this present meeting, to obtain for Ireland her prostrate enterprize, her suffering, but destitute population, their rights, food, and remunerative employment, and, more particularly, the fulfilment of the Report of 1835.

Proposed by Daniel Stack, Esq., A.B., T.C.D., Barrister-at-Law; seconded by Robert R. Guinness, Esq., Director of the London and Dublin Bank; and passed unanimously, amidst loud and general cheering. The petition having been read.

RESOLVED,—That the petition as now read be adopted as the petition of this meeting, and of those bankers, merchants, landowners, and all others who have or who shall sign the same; and that our eminent fellow-countryman, the Member for Waterford, Thomas Wyse, Esq., be requested to present the same to the House of Commons on an early day, and impressively to call on the House to consider the contents thereof, and to have same printed; and that

a Committee of the House be moved for to consider said Report, and to carry out its objects for the benefits of the Irish people, so as to obtain speedily for the labouring classes employment at this awful period of apprehended famine ; so that the national industry be stimulated, and our railways saved from ruin, by salutary and timely advances from the State, as recommended by the Report of 1835 ; and the Duke of Leinster, or, in his absence, the Right Hon. Lord Baron Cloncurry, be requested to present it in the most effective manner to the House of Lords, and to call the serious and immediate attention of their Lordships to this all important subject, and to the Report of 1835, so strangely neglected up to the present time by all parties.

Proposed by William Justin O'Driscoll, Esq., Barrister-at-Law, Lower Fitzwilliam-street ; seconded by Charles Kennedy, Esq. ; and passed unanimously.

RESOLVED,—That the Members for the City and County of Dublin, and all the Members for Ireland, who feel for our interest, be requested to support the prayer of that petition, and to obtain from the Parliament and the Ministers, prompt and ample measures of relief and protection for the Irish people.

Proposed by David Daly, Esq. ; seconded by John Classon, Esq.

RESOLVED UNANIMOUSLY,—That viewing the depressed state of trade and commerce in this country, and the consequent privations of the artisans and la-

bouring classes therein, a matter of much moment to the community, taking into consideration the probability, or perhaps certainty, of an approaching famine, we emphatically call upon all public boards, in the acceptance of whatever tenders may be presented to them by the various persons anxious to contract for works, to have the principle embodied in all their arguments, that the legitimate and skilled Irish tradesman of ability and knowledge in the various branches of trade shall be preferred; that in all instances, whether for skilled or unskilled labour, the recognition of the principle of "a fair day's wages for a fair day's work" be insisted on. . . . Moved by Thomas Dixon, Esq., of Abeline, Newtown Park, seconded by John Reynolds, Esq., and adopted unanimously.

RESOLVED,—That the warm thanks of this meeting, and of the Irish people, are due and hereby given to the late Secretary for Ireland, Sir Thomas Fremantle, for his evident anxiety and earnest wish, whilst here and in England, to promote the industry of Ireland, and for his prompt, cordial, and effective exertions during the present session to promote measures intended for her good; and that although we deem £50,000 to building fishing piers, as proposed by him in Parliament, a very inadequate relief to Ireland and her suffering population at the present critical juncture of her affairs (and if intended at all to be proposed at such a period of experiment, transition, and change) an insulting mockery of the Irish people. Yet we feel

convinced that Sir Thomas Fremantle did all in his power ; and we trust that the new Secretary for Ireland, Lord Lincoln, will emulate his example ; and that this resolution be transmitted to each of the Right Hon. Gentlemen, by the Committee and Society, to be forwarded together with a copy of the Report of 1835.

Proposed by R. R. Guinness, Esq., seconded by Colonel Charles Fitzgerald, and adopted unanimously amidst general cheering.

RESOLVED,—That the Report of February, 1835, made to the House in the month of June, in that year, on Public Works in Ireland, be printed in the most approved form, at the expense of the Society for the Improvement of Ireland, and be paid for out of the funds thereof, and that same be published under the direction of the Society for the Improvement of Ireland, and be sold and circulated at the most moderate rate so as to be accessible to all classes, and that same be disseminated throughout this country, England, and Scotland ; and that a copy thereof, together with our resolutions and petition, be presented by a deputation from the Society for the Improvement of Ireland, headed by our esteemed Chairman, the Right Hon. the Lord Mayor, to His Excellency the Lord Lieutenant, in the most respectful and effective manner ; and that the said deputation do call His Excellency's minute attention to the contents and import of said Report, as we feel convinced of the deep sympathy of His Excellency for the people of this country, and of his

great anxiety to promote the interests and industry thereof ; and resolved that His Excellency be respectfully requested to call the prompt attention of the Ministry to the subject, and impress upon Sir Robert Peel, Sir James Graham, and their colleagues, the actual necessity of prompt measures of relief, by advance and loan in the manner and in the proportions recommended in the Report of 1835.

Proposed by James Dwyer, Esq., Q.C. ; seconded by Sir James Murray, Merrion-square, and adopted unanimously, with loud applause :

RESOLVED,—That a copy of the said Report, Resolutions, and Petition, be likewise presented by a deputation from the Society for the Improvement of Ireland (including the mover and seconder), in the most respectful manner, to that able, upright, and impartial Judge, the Lord Chancellor of Ireland, Sir Edward Sugden.

Moved by William Justin O'Driscoll, Esq. ; seconded by John Classon, Esq. :

RESOLVED,—That the following resident Noblemen, Members of Parliament, and Gentlemen, as now read [the list having been read], who shall pay three guineas annually, shall be and form a Society, to be called "The Society for the Improvement of Ireland," irrespective of politics or party ; and that it be a fundamental rule of that Society that neither politics nor party be introduced into its constitution or discussion, in any shape whatever ; that the said Society be con-

fined to the purpose of forwarding Irish industry and enterprize, and the employment of our hardy, laborious, and suffering population in every shape ; and pressing upon the Ministry, or any Ministry, till obtained, the fulfilment of the pledges held out and made by the Report of 1835, and some adequate equivalent for the loss of her manufacture and commerce.

Proposed by Thomas J. Quinton, Esq. ; seconded by — Carew, J. P., of Co. Westmeath :

RESOLVED,—That the said Society do not exceed 250 (with power, however, to the Society, by a vote of two-thirds thereof, to add to their numbers) ; and that the Society do meet at least weekly, and do have at their option days open to the subscribers of one guinea per annum, for general discussion, subject to the strict control of the Chair, as to the fundamental clauses and regulations of the Society ; and that the Society do meet at least twice in public, to report to the members, the Irish people, and to extern members (paying one guinea per annum) the proceedings of the Society, and the progress of Irish enterprize and industry ; that extern members be allowed to attend the General Meetings, to join in the discussions, and to vote upon subjects of general interest ; that the said Society be empowered to make by-laws for their own government.

The proposed members of the Society were then read, composed of fourteen resident noblemen, twenty-seven Members of Parliament, and 160 bankers, merchants, traders, landowners, and others interested

in the welfare of Ireland; each to pay a sum of three guineas for the purposes of the Society.

The reading of the list elicited great cheering.

Moved by Sir James Murray; seconded by Adam Phillips, Esq., Barrister :

RESOLVED,—That the said Society be empowered to elect Treasurers and Officers from amongst their body, and that there be Presidents and Vice-Presidents, to be regulated by the by-laws; and that the Presidents and Vice-Presidents now read be requested to act for the next two years, and be apprised by the Honorary Secretary thereof.

Passed unanimously.

Moved by David Daly, Esq.; seconded by ———
Roe, Esq.,

RESOLVED,—That there be three Treasurers appointed for the custody of the present funds subscribed and to be subscribed, until three other Treasurers (if any change be deemed expedient) be chosen by the Society when fully organized; and that the present Treasurers be authorized to defray, out of all funds to come to their hands, all expenses attendant upon the present meeting, including the Resolutions and objects thereof; and that the future and annual funds of the Society be lodged, in the names of the Treasurers to be chosen, in the Bank of Ireland and in the National Bank of Ireland, to the credit of the Society, and for the objects thereof, and in any other banks throughout Ireland the said Society may

name (if any) ; and that we recommend all landed proprietors and others who feel for Ireland, to come promptly forward and join said Society, so as to make it so comprehensive as to be irresistible by its purity of action and unity of purpose.

Proposed by D. F. Brady, Esq., M.D., seconded by Townsend M'Dermott, Esq., Barrister-at-Law, and resolved unanimously amidst much applause :

That the marked thanks of this meeting are hereby tendered to our talented fellow-citizen, James Dwyer, Esq., Q.C., to whose untiring energy and patriotic exertion the public are in a great measure indebted for this first and successful effort to unite, in cordial co-operation, all classes of our countrymen ; and that the value of these exertions on the part of Mr. Dwyer must be increased tenfold in public estimation and gratitude, when it is remembered that he has devoted the first moment of his convalescence, after a severe and painful illness, to the organization of this important meeting to forward the industry of Ireland, and to promote union amongst a people hitherto unhappily divided by sect and party, but this day, we trust, united in "one arch of peace."

Proposed by Daniel Staek, seconded by T. M'Dermott, Esq. :

RESOLVED,—That a deputation be likewise sent, at the expense of the Society, to wait on Sir Robert Peel and the Ministry, and to impress on them to comply with the Report of 1835 in all its bearings.

Proposed by Sir James Murray; seconded by Pierce Nagle, of Doneraile, Esq., J. P., and adopted unanimously:

RESOLVED,—That the warm thanks of this meeting and of the Irish people are due, and are hereby given, to Monekton Milnes, Esq., Member for Somersetshire an enlightened English Member, who, on the occasion of a recent debate on loans and advances to Ireland, generously, and with true policy, advocated the claims of her people for ample and liberal measures of pecuniary aid at the present calamitous crisis; and we hail with pleasure the generous sympathy of an English Member for the wants and sufferings of the Irish people; and we deeply lament that it should be but a solitary instance exhibited on that occasion; and that the Secretaries and Committee be directed to transmit this resolution to Monekton Milnes, Esq., in a suitable manner.

Proposed by David Daly, Jun., Esq., and

RESOLVED UNANIMOUSLY,—That we, confidently relying on the zeal, energy, and ability of our eminent fellow-countryman, Daniel O'Connell, M. P., earnestly request his invaluable co-operation in forwarding the objects of this meeting, and impressing on parliament the necessity of adopting prompt, ample, and remedial measures, for the purpose of relieving the distress of Ireland, stimulating her industry, and calling for a fulfilment of the Report of February, 1835, and of the Re-

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commendation of that report, of which he was a member, and emphatically demanding

“ JUSTICE FOR IRELAND.”

(Signed)

JOHN KESHAN, *Lord Mayor, Chairman.*

It was then moved by James Dwyer, Esq., Q. C., seconded by Thomas Bermingham, Esq. :

That the Right Honourable the Lord Mayor do leave the Chair, and that Robert Rundel Guinness, Esq., do take the same.

Mr. Guinness having done so:

Thomas Bermingham, Esq. (seconded by the unanimous plaudits and cheering of the entire meeting, waving of hats, &c.) moved a vote of thanks to the Lord Mayor for his promptitude in taking the Chair ; and the whole meeting, including the ladies in the boxes, rose, as if by common consent, to respond to the warm eulogy of Mr. Bermingham, at which his Lordship appeared deeply affected, and made his acknowledgment in suitable terms to the meeting.

(Signed)

R. R. GUINNESS, *Chairman.*

D. F. BRADY, }
D. STACK, } *Secretaries.*

Three hearty cheers were then given for her Majesty Queen Victoria and the union of the Irish people, and the meeting separated in great harmony after five o'clock.

FROM

PARLIAMENTARY REPORTS AND PROCEEDINGS,

FEBRUARY, 1835.

Martis, 17^o die Martii, 1835.

Ordered, That a Select Committee be appointed to inquire into the amount of advances made by the Commissioners of Public Works in Ireland, the regulations under which they were made, the purposes to which they have been applied, and the amount of repayments; to consider, also, the various Reports made by Committees and Commissioners on the subject of reclaiming Waste Lands in Ireland, and to what extent the suggestions which they contain have been complied with.

And a Committee is appointed, of—

Mr. Lyneh.	Mr. Anthony Lefroy.
Mr. Chancellor of the Exchequer.	Mr. James Grattan.
Sir Henry Hardinge.	Mr. Robert Clive.
Mr. Spring Riee.	Lord Viscount Clements.
Sir Henry Parnell.	Sir Charles Coote.
Sir Thomas Fremantle.	Mr. Lowther Chapman.
Mr. O'Connell.	Colonel Bruen.
Sir Richard Musgrave.	Mr. Thomas Gladstone.
Mr. Wyse.	Earl of Kerry.
Mr. Morgan J. O'Connell.	Sir Robert Bateson.
Colonel Conolly.	Mr. Bodkin.
Colonel Perceval.	Mr. Blake.
Mr. Feargus O'Connor.	Mr. Christopher Fitzsimon.
Mr. William Smith O'Brien.	Lord Viscount Castlereagh.
Mr. James Loch.	Mr. William Roche.
Mr. Poulett Serope.	Mr. Sheil.
O'Connor Don.	

Ordered, That the said Committee have power to send for persons, papers, and records.

Ordered, That five be the Quorum of the Committee.

Jovis, 19° die Martii, 1835.

Ordered, That Mr. Mullins be added to the Committee.

Veneris, 27° die Martii, 1835.

Ordered, That Sir Charles Lemon, Mr. Nicholl, Mr. Robert Palmer, Mr. Cumming Bruce, Mr. Jephson, Mr. Cornelius O'Brien, and Mr. French, be added to the Committee.

Lunæ, 13° die Aprilis, 1835.

Ordered, That Mr. Feargus O'Connor and Colonel Perceval be discharged from further attendance on the Committee.

Ordered, That Sir William Brabazon and Mr. Dominick Browne be added to the Committee.

Martis, 19° die Maii, 1835.

Ordered, That Lord Viscount Morpeth, Lord Viscount Acheson, Major Macnamara, Mr. Edward Ruthven, Mr. Thomas Martin, Mr. Benjamin Smith, and Mr. Bellew, be added to the Committee.

Jovis, 4° die Junii, 1835.

Ordered, That Mr. Barron and Mr. David Roche be added to the Committee.

Veneris, 26° die Junii, 1835.

Ordered, That the Committee have power to report from time to time, together with the minutes of evidence taken before them.

FIRST REPORT.

1835.

THE SELECT COMMITTEE appointed to inquire into the AMOUNT OF ADVANCES made by the COMMISSIONERS OF PUBLIC WORKS in *Ireland*, the Regulations under which they were made, the purposes to which they have been applied, and the AMOUNT of the REPAYMENTS ; to consider also the various Reports made by Committees and Commissioners on the subject of reclaiming WASTE LANDS in *Ireland*, and to what extent the suggestions which they contain have been complied with ;—and to report from time to time to The House, together with the MINUTES of the EVIDENCE taken before them:—HAVE proceeded in the inquiries directed to be made, and have agreed to the following, being their FIRST REPORT :

THE advantages derivable to Ireland and the United Kingdom from Public Works, having been heretofore frequently investigated for the information of the House, and His Majesty's Government, your Committee have been materially aided by the results of those investigations, and have limited their inquiries through individual witnesses, as much as possible, to such persons acquainted with Irish affairs as they have found in London for other purposes, thereby restricting the expenses

Great advantages of Public Works in Ireland.

attendant on summoning witnesses from Ireland. They have also been considerably assisted by the annual reports made by the Commissioners of the Board of Public Works in Ireland.

CONSTITUTION AND DUTIES OF THE BOARD.

Constitution of
present Board
of Public Works.

The Irish Board of Public Works was constituted in 1831, by the Act 1 & 2 Will. IV. c. 33, and has been charged by the provisions thereof with the execution of the following objects:

1st. The management of a fund of £500,000, placed at its disposal, under the sanction of His Majesty's Treasury for loans in aid of public works, and individual outlay, for the purposes mentioned in the Act.

2nd. The management of a fund of £50,000, for grants in aid of the formation of roads and bridges, and small piers and harbours along the sea-coast.

3rd. Inland navigation.

4th. The fisheries of Ireland, formerly under the superintendence of the late Directors General of Inland Navigation.

5th. Certain roads and bridges under the Act of the 6th Geo. IV. c. 101.

Annual expense
of £5500 per
annum.

The Board consists of a Chairman and two Commissioners: the former and one of the latter have been military engineers, and the other a member of the late Board for auditing Army Accounts in Ireland; assisted by a secretary, an accountant, and an engineer, and a very moderate establishment of clerks. This Board superseded five Boards which had existed in Ireland previously to 1831,—the Board of Works for Dublin, the Board of Inland Navigation, a Board for lending Money from the

Consolidated fund, the Commissioners of Kingstown Harbour, and the Commissioners of Dunmore Harbour; and one of these Boards, that for Inland Navigation, had previously transferred to it the duties of a Board for promoting the Irish Fisheries. The whole annual expense of these Boards was nearly £10,000. The actual annual expense of the establishment of the present Board of Public Works is £5500.

The following additional duties to those specified in the Act, have been committed to the present Board by His Excellency the Lord Lieutenant of Ireland, or by particular Acts:—

The charge of the public buildings in Dublin and the Phoenix Park.

Dunmore Harbour.

Kingstown Harbour

Lunatic Asylums.

With many others of extensive but more temporary nature.

The charge of the Board's establishment, viz., £5500 per annum, is defrayed out of the profit obtained by interest payable on loans beyond the cost to Government.

LOANS.

When a loan is sanctioned by the Board of Works and the Lords of the Treasury in pursuance of the Act, advances are made on account of it; Exchequer bills to the amount being handed to the party, who receives the premium, if any, arising on them.

The Board is authorized to lend money, with the sanction of the Treasury, to

Grand Juries,

Public bodies,

Companies,
and Individuals;

For any of the following purposes :

Roads and Bridges,
Harbours,
Piers,
Docks,
Canals and Railways.
Mines and Quarries,
Drainage and Improvement of Estates,
Buildings, or other description of Public Works.

And by an Act of 1834, it was directed that the Board should advance £100,000 to the Commissioners appointed under the Act of 1833, for managing Church Temporalities in Ireland.

The Act requires the loans made to grand juries to be on the security of presentments for levying the amount by half-yearly instalments of not less than £10 per cent. per annum, of the sums lent, with an annual interest not exceeding £5 per cent.

As to loans for
Public Works.

And loans for public works are to be made on the security of "the rates, rents, tolls, profits, and receipts," repayable in twenty-five years by instalments, commencing immediately, or (if the Board of Works and Lords of the Treasury shall so determine) in five years after the date of the first advance made on account of each loan, with interest at a rate not less than £4 per cent. per annum, on the balance remaining due, payable annually. It is required in all these cases, except as to public bodies acting under the authority of an Act of Parliament, and where no dividend or profit is payable thereout to any person or persons, that "the rates, rents, tolls, profits, and receipts," on the security of which a loan

shall be made, shall be in amount at least double the interest required by the Board on the sum proposed to be advanced; or, where no tolls are in existence, that a sum not less than one-third part of the estimated costs should be expended, subscribed, or be secured or deposited to the satisfaction of the Commissioners.

And loans to *individuals* for drainage or other improvement of estates (which are limited to cases where it shall be proved to the Board that the works, when completed, will increase the value of the land at least £10 per cent. on the sum proposed to be expended), are required to be repaid within three years after the expiration of the period to be fixed by the Board of Works for the completion of the improvement, with interest, payable half-yearly, of not less than £5 per cent. per annum. It is necessary that a contract, in all cases of borrowing for such improvements, with two sureties, shall be entered into for the full and complete execution of the work within a period to be fixed by the Board, not exceeding seven years.

Loans to individuals.

With respect to all loans, the securities to the Board are to have priority over existing securities, if four-fifths in value of the incumbrancers agree, but not otherwise.

Securities are authorized to be taken in deposits or transfers of Bank or Government Stock, Exchequer Bills, or India Bonds, in lieu of the other securities specified in the Act, or as collateral thereto.

And they are authorized to take personal security as a collateral security, and also to make loans, not exceeding £1000 for one work, on personal security alone, provided the parties shall have previously expended, subscribed, secured, or deposited, a sum equal to one-half of the estimated cost of the proposed work; such loans to be repayable within five years from the advance thereof, with

interest of not less than £5 per cent. per annum, payable half-yearly. The total of loans on personal securities only cannot exceed £50,000 at any one time.

By the 18th section of the Act, it is provided, that all persons, public bodies, or companies (except grand juries), borrowing money under the Act, or becoming security for others, shall, besides the securities in each case respectively directed to be taken, become bound to His Majesty, by writing, obligatory in such penal sum as shall be directed by the Commissioners; and by the 48th section, power is given to the company to sue proprietors or shareholders of unfinished works for money to complete the same, in case the expense exceeds the estimate.

Loans approved
of by Board.
£497,170 18s.
£2,821 2s., all
residue.

The amount of loans approved by the Board of Works, some of which are not definitively sanctioned, is £497,170 18s. The amount of the loans sanctioned is £351,770 18s. The amount of advances made on account of such loans (being in Exchequer bills) is £195,250. And there is yet to be lent, supposing all the loans approved of shall be sanctioned, and of which there is little doubt, only £2,829 2s. This residue is the sole amount for which the Board of Works can at present entertain applications.

All the loans at present approved or sanctioned, except the loan of £100,000, have been agreed to on the terms and regulations specified in the Act. The loans to grand juries have been made, in many cases, subject only to interest at £4 per cent. per annum, under the discretionary power vested by the Act in the Lords of the Treasury and the Board; and the loan of £100,000 to the Commissioners of Church Temporalities has been made according to the terms of the Act of 1834; a loan entirely foreign to the purposes of the Act, and to the

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repayment of which, within a short period, your Committee look with anxious solicitude.

The following statement of the objects for which loans have been obtained has been laid before the Committee by the Chairman of the Board.

OBJECTS.	AMOUNTS.		
	£	s.	d.
Roads	79,698	4	10
Bridges	49,412	13	2
Navigations	29,160	0	0
Harbours and Quays	111,950	0	0
Railways	80,000	0	0
Quarries and Culm-pit	9500	0	0
Mines (Machinery)	2000	0	0
Drainage	2000	0	0
Court House	5000	0	0
Hospital	2500	0	0
Chapels (completing)	750	0	0
Dublin Wide Streets	25,000	0	0
Ecclesiastical Commissioners	100,000	0	0
	£497,170	18	0

Of these loans, the sum of £10,850 has been appropriated to individuals, at the rate of £5 per cent. per annum; and of that sum, £350 has been appropriated on personal security only.

The *interest* on all the loans has, in general, been regularly paid; and it has been stated in evidence before the Committee, by Colonel Burgoyne, the Chairman of the Board, that the securities taken for the *principal*, conformably to the terms of the Act, are such as to give hopes, as far as can be at present foreseen, of the repayment of the whole sum appropriated.

There has been already received, on account of the

principal, the sum of £20,796 19s. 10d., being, with two very trifling exceptions, all that has fallen due according to the terms of the loans.

GRANTS.

Grants for certain purposes.

In addition to the power of lending Exchequer bills to the amount of £500,000, the Board of Works and Lords of the Treasury are empowered by the Act to make grants in aid of the construction of roads and bridges, and of small harbours, piers, and quays, on the sea-coast, to the amount of £50,000, out of the Consolidated Fund.

Private parties.

The Act requires the parties (excepting grand juries) who shall obtain such grants, to enter into the securities which shall be agreed upon, and pay a moiety of the estimated expense of the works, either in instalments, or to the amount of the moiety, as the Board and Lords of the Treasury shall direct; and corporations, tenants in tail, and other persons having only particular or life interests, may mortgage their lands for raising such moiety, with priority over all charges and incumbrances.

The Board is also authorized to receive applications from grand juries for grants for roads and bridges; and the grand juries are authorized to raise their moiety of the contributions.

But no power is given to grand juries, or to individuals having only particular or life interest in lands, to raise or charge the moiety of contributions for small harbours, piers, and quays.

In all cases of grants for small *harbours, piers, and quays*, they must be situate on the sea-coast. And in all cases it is required that security shall be given that the person or persons making application shall defray such

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further sum beyond the estimated expense as shall be necessary to complete the road, bridge, quay, or pier, according to the specification; and grand juries are required to defray the whole of such increased expenditure.

Of the whole amount of grants authorized, the sum of £32,708 6s. 2d. has been appropriated to the following objects:

Grants for Roads	£30,067 12 2
„ Bridge	2,222 14 0
„ Piers and Quay	418 0 0
	£32,700 6 2

By an Act passed in the last session of Parliament, the Commissioners are directed to expend the sum of £7000 and upwards in the rebuilding of Portumna Bridge, on the Shannon, leaving at the disposal of the Board the sum of £10,000 or thereabouts only.

Among the remedial measures proposed for the improvement of Ireland, none can create less difference of opinion, or has been more universally urged by all parties and persons who have considered the subject, than the propriety of encouraging the execution of public works; and your Committee fully coincide in the opinion, that there is every reason, in justice and policy, for extending in that country the public aid for such purpose, *in a degree that does not admit of comparison* with the considerations that would be the guide for other parts of the United Kingdom.

Advantages of
Public Works,
and advantages
to Ireland.

In advocating, however, on principle, a liberal support to such objects, your Committee are fully aware of the necessity for a due consideration of the available means and resources of the empire, which must restrict any positive national outlay within moderate bounds.

Your Committee are of opinion, however, that by Advantage of

loans and
grants.

legislative regulation, aid, and encouragement, much good may be effected with a trifling gratuitous expense; *by lending largely the support of the Government to the forwarding of loans for works of ascertained public utility, and on good security; and by making grants to a moderate extent, for the prosecution of other objects of improvement of national importance, beyond the means of individuals or of local communities, and in which they have no very immediate interest.*

The Act of 1 & 2 William IV., cap. 33, was drawn up with these views, and your Committee are happy to testify to the ability with which it was devised, as an improvement on every preceding system.

By concentrating the operations of various Boards, all more or less connected with public works, it gave the opportunity of regulating them with more economy and effect.

Establishments were much reduced, while greater and more efficient means became generally available.

The experiment has so far succeeded, and the funds are nearly exhausted. Your Committee strongly recommend an extension of the measure, with such modifications as experience has pointed out to be desirable.

In the course of the inquiry made by your Committee into the proceedings of the Board of Works, in applying the money placed at its disposal for loans and grants, various statements have been made of the great advantages arising from these aids, as well as of advantages obstructed by the terms by which the Act limits the Board and the Treasury in making loans and grants; and many suggestions of means for extending those advantages and removing those obstructions, with plans for the improvement of Ireland, by extending the powers and control of the Board of Works, have also been made

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to your Committee, some of which your Committee shall now proceed to place before the House, in the order of the respective objects of the Board's constitution, to which they refer. In so doing, your Committee do not conceive they are transgressing the limits and objects of the inquiry directed by the House.

AS TO THE EXPENSES OF THE BOARD.

It appears by the evidence of Colonel Burgoyne (652), that the expenses of the establishment of the Board of Public Works in Ireland are defrayed by the profits on the loans; and as these expenses amount at present to upwards of £5000 a year (654), and may become greater, and as more than one-half of the duties performed by the Board are not within the Act (655), it has been suggested that, under the circumstances of Ireland which have required the adoption of this system of relief, it would be reasonable to recommend that the expenses of the Board shall not be charged on the loans: and as there is an annual appropriation of £5000 out of the Scotch revenue, by Act of Parliament, for public works in Scotland (48 and 82), which defrays the expenses of management in that country, and leaves a residue of £3000 in aid of the works (61), your Committee agree in the propriety and policy of this suggestion, and recommend it to the consideration of the House.

Expenses of
Board.

AS TO THE CONTROLLING POWERS OF THE BOARD.

Colonel Burgoyne has stated to the Committee that it would be important to give the Board of Works, under the direction of the Lords of the Treasury, a control over

Powers of
Board.

the county surveyors employed by the grand juries, as they at present act independently (726), and it would be for the advantage of the country that they should act on a uniform system in the execution of their duties, and under competent direction. He has also suggested that each grand jury (739) should report to the Board of Works on the progress of all public works carrying on under its authority, for the purpose of enabling the Board of Works to ascertain the extent of all the operations of that kind going on throughout the country. Your Committee recommend both suggestions to the consideration of the House.

The attention of your Committee has been directed, in the course of their inquiry, to a defect in the working of the grand jury system, as to the construction of new lines of roads passing through distinct counties. By an Act of Parliament passed in 1805, the Postmaster-General is empowered to have surveys made of mail roads that shall be considered desirable, which he then recommends to the grand jury; and he has a power, for one year, under an Act of 1834, of causing repairs to be made on mail roads, through the Board of Public Works. With reference to these powers, and the defect above referred to, it is deemed important to direct the attention of the House to the following statements in the Evidence.

451. "Colonel *Burgoyne*.—I think some occasional compulsory power on the grand jury would be very desirable for forwarding public improvements in roads. I know of cases where very useful lines of road would be carried through a country, but for want of the power to pass through some very small portion of an individual county, which fancies its interests opposed to it, the whole measure has been defeated. There are cases where a shilling presentment has been refused in order to defeat the measure, and perhaps a very useful measure for

the country. In such instances it would seem very desirable to have some powers to correct the evil. I have known instances of two counties presenting for a bridge, and if the plans of the two engineers employed had been followed, the two halves of the bridge would have been of different constructions and at different parts of the river."

543. "Can you suggest any scheme by which, when one party proposes to make a part of a general line of communication as far as it passes through that county, that an adjoining county could be compelled to continue such line through its territory?—With regard to roads, the only way it could be done is by a commission appointed by Government; Government officers, and gentlemen of a different part of the country, would perhaps be most satisfactory.

544. "Can you mention any instance within your own knowledge where such a provision as has been suggested to you would be most desirable?—I can mention an instance where a road has been defeated for want of such a power. The Blessington turnpike trust has power to go to Carlow by a line which would be very advantageous to the country. but to carry it into execution it is necessary to pass through a small portion of the county of Kildare, whose grand jury have constantly refused to allow it, though only one shilling presentment was asked for; the consequence is, that a very improved communication from Dublin to Waterford, saving seven miles, is in a great measure defeated. There is another case where the county of Mayo has refused to carry on a great leading line of road, that would be very advantageous to the country in general, and which is already perfected up to the frontiers of that county."

On considering these important statements, your Com- Surveys.
mittee have no hesitation in suggesting that the Board of Works should be empowered to carry improved lines of roads through distinct counties, under regulations similar to those contained in the Act of 1834, for the erection of bridges connecting distinct counties; and your Commi-

tee submit for the consideration of the House, whether the Act of 1834, for the repair of mail roads, might not be advantageously continued.

In cases where the entire charge of constructing the roads is to be borne by Government, it is considered but right, that the Board of Works should have the power of undertaking and executing such works, without reference to the grand jury.

In connexion with these suggestions, your Committee beg further to state, that a useful power may be given to the Board, acting under the direction of the Government, of causing surveys to be made of lines of roads and other public works, for the purpose of suggesting improvements to grand juries and other public bodies; and in cases of applications for loans, it is also suggested by your committee, that the Board of Works should send a surveyor in the first instance, for the purpose of avoiding the double expense of surveying, firstly, for the parties, and subsequently, for the board, where a survey is not necessary for determining on the expediency of the works, and where a deposit shall be made of a sufficient sum to pay for the survey. This recommendation, your Committee believe, is to a great extent acted upon.

There is another object of great public importance, to which your Committee desire to recommend that the power of the Board of Works should be extended. By an Act of 1 & 2 Will. IV. c. 57, powers are given to undertakers, grand juries, and individuals, for the reclamation and protection of lands on the banks of rivers and lakes, by sinking, embanking, and removing obstructions; and these powers, though efficient and important, have not been carried into operation from the want of enterprise, or want of confidence in persons to execute the work; but were they conferred on the Board of Works,

your Committee are of opinion, that the beneficial objects of the law would be speedily and safely accomplished: the interference of the Board to be called into operation, by a requisition from the majority in value of the land proprietors interested; the works to be completed under the direction of the Board; the benefit derived to each estate to be ascertained by a jury, and the charge of the works to be allocated accordingly, becoming a lien on the land.

AS TO ROADS.

The formation of roads in Ireland, with the aid of Parliamentary grants, commenced in 1822; but in Scotland the formation of such roads was commenced in 1803. At present, the Irish Board of Works is engaged in completing the construction of new roads in the districts of Mayo and Galway; but is not provided with funds for carrying them to an extent commensurate with the wants of the western districts of Ireland, and the importance of such lines of communication to the public, as they promote the improvement of the local population, and enhance the resources of the revenue. The Board is also charged with the superintendence of the repair of Government roads, in the counties of Clare, Cork, Galway, Kerry, Leitrim, Limerick, Mayo, Roscommon and Tipperary, extending, in all, to 581 miles (1004), the expenditure on 334 of which, in 1834, amounted to £5,255; and the whole charge is levied off the counties.

The Board of Works for Scotland (1 to 6), constituted in 1803, for constructing roads and bridges in the uncultivated districts of that country, have constructed 874 miles of roads, and more than 1000 bridges, and is now charged with superintending the repair of the roads thus formed, and of 300 miles of Government roads made in the same

districts, during the last century; for which repairs £5000 a year is paid out of the public revenue, as your committee have already observed, in aid of the sums raised by local taxation (50, 52, 81 and 111). The local system of forming and maintaining roads in Scotland is very amply detailed in the evidence of Mr. Loch, a member of your Committee, and in connexion with the prosecution of public works in Ireland, is particularly important.

Mr. Loch thus describes the effects produced in Scotland, by the formation of the Government roads commenced in 1803:

203. " When I first became acquainted with the Highlands, the great proportion of the people, in place of being immediate tenants of the landlord, held of the different tacksmen. Since then almost all persons occupying land, and I do not confine my observations to Sutherland alone, though principally to it, have become immediate tenants to the landlord. They were extremely irregular in their habits, being poachers on the river and smugglers; and since then, in Sutherland, they have given up both, and have become most industrious workmen in every class of agricultural labour. It was necessary, at the period I mention, to get ploughmen from Elgin, and that side of the Moray Frith, and there was not a person who could build a stone wall, the ordinary mode of enclosing land in that country; but it is so much the reverse at the present moment, that almost every ploughman in the country is a native, and they are now the best builders of stone walls in the North, in consequence of which they are employed in all the adjoining counties. A great improvement has taken place also, arising from the greater extension of the English language. When the children on the coast-side formerly came out of school, though they were taught to read English in the school, they spoke nothing but the Gaelic language; now when they play after school hours on the coast-side, they all speak English. Nothing has tended so much to this as the institution of Gaelic schools, which were founded with the

object of preserving that language ; but the fact is, the moment persons have acquired the facility of reading Gaelic, they find it of no use, and immediately leave it, and teach themselves English.

204. " You say that there were a kind of middlemen when you first knew the country; how do you account for their being given up ? It was given up first of all from the feeling on the part of the landlord that it was his duty to have all persons on his estate holding immediately from himself; and from the change in the agriculture of the country, it was necessary that the tenant occupying the land should be freed from having his under-tenants on the lands, which were then parcelled in what we call lots.

205. " Had the tacksmen leases?—They had all leases.

206. " How were they got out?—There were tenants at will under the middlemen, and paid their rents under circumstances of the most grievous nature.

207. " Was it by an agreement between the tenant and the landlord that the middlemen were got rid of?—At the termination of the lease the arrangement was always made to provide some situation for the lotters by the landlord, and then the farm was let to tacksmen, the lotters being otherwise provided for.

208. " You got them removed to other places?—We placed them in other places; sometimes a large farm was cut up, and each person got a portion of arable land to maintain himself, and then they were allowed to possess for nineteen years, without paying any rent whatever; portions of land they brought into cultivation, in addition to such portion of arable land."

While on this part of the inquiry, your Committee beg to call the attention of the house to a valuable Paper received from Mr. Scrope, a member of the Committee, in which he proposes an allotment system to be resorted to for the protection of the poor occupiers of land along new lines of roads through unimproved tracts in Ireland. (*See Appendix*).

The outlay of the small grants heretofore made for those important works in Ireland, have been productive of no less useful results than those described by Mr. Loch as having been obtained in Scotland; and your Committee deem it advisable here to quote, for the consideration of the House, the very apposite statements on the necessity and result of such works in Ireland, contained in the Report of the select Committee of 1830, appointed to inquire into the condition of the Irish poor, and other public Reports before your Committee.

“ The fertile plains of Limerick, Cork, and Kerry, are separated from each other by a deserted country, hitherto nearly an impassible barrier. This large district comprehends upwards of 900 square miles; in many places it is very populous. As might be expected under such circumstances, the people are turbulent, and their houses, being inaccessible for want of roads, it is not surprising that, during the disturbances of 1821 and 1822, this district was the asylum for Whiteboys, smugglers, and robbers, and that stolen cattle were drawn into it, as to a safe and impenetrable retreat. Notwithstanding its present desolate state, this country contains within itself the seeds of future improvement and industry.” (Mr. Griffith, in 1822).

Mr. Griffith reports on the same district, in 1829, after the execution of certain road works:

“ A very considerable improvement has already taken place in the vicinity of the roads, both in the industry of the inhabitants, and the appearance of the country; upwards of sixty new lime-kilns have been built; carts, ploughs, harrows, and improved implements have become common; new houses of a better class have been built, new enclosures made, and the country has become perfectly tranquil, and exhibits a scene of industry and exertion, at once pleasing and remarkable. A large portion of the money received for labour has been imband with care, laid out in building substantial houses, and

in the purchase of stock and agricultural implements; and numerous examples might be shown of poor labourers, possessing neither money, houses, nor land when first employed, who, in the past year have been enabled to take farms, build houses, and stock their lands."

In a report on a part of Kerry, Mr. Nimmo states, in 1824, that,

"A few years ago there was hardly a plough, car, or carriage of any kind; hutter, the only produce, was carried to Cork on horseback; there was not one decent public house, and only one house slated and plastered in the village; the nearest post office thirty miles distant. Since the new road was made, there was built in three years upwards of twenty respectable two-story houses; a shop with cloth, hardware, and groceries; a comfortable inn, a post office, bridewell, new chapel, a quay covered with limestone for manure, a salt work, two stores for oats, and a considerable traffic in linen and yarn."

Upon this subject the following communication has been made to us by Mr. O'Connell, a member of the Committee.

"The place referred to by Mr. Nimmo is now called the town of Cahir Caveen. At the first period he alludes to, there was but one or two ploughs in the barony, or certainly only two cars. The quantity of wheat grown was confined to the consumption of a few families amongst the more wealthy classes, not exceeding six; and oats were grown in but a little larger proportion.

Mr. O'Connell's evidence.

"Since 1824, the date of Mr. Nimmo's Report, the houses in Cahir Caveen have increased from twenty to upwards of 250. There are several shops, and many persons engaged in the import and export trade. The inhabitants, in 1831, exceeded 1100; they are now more than 1,300. There are from ten to fifteen new houses being built. A new and enlarged Bridewell, with a Petty Sessions Court, has been built. A well-supported dispensary, and a large and exceedingly well-regu-

Houses in Cahir Caveen—shops, &c.

lated fever hospital, has been built outside the town, affording the greatest advantages to the poorer classes. There was no medical person resident in 1824; there is now a large and exceedingly well-supplied apothecary shop, and a skilful resident physician.

Cars, bolting
mills.

"The number of cars has multiplied so much, that the writer has, in a single day, met upwards of 1,300 cars employed in various works in that country, in which he *knows* these were but two cars a few years ago.

"A bolting-mill has been erected near Cahir Caveen, at an expense of from £4000 to £5000; and the quantity of wheat grown in the country has multiplied more than 200-fold, and of oats more than 1000-fold.

"All these advantages, and they are only beginning to develop themselves, have originated in the making of about seventy miles of a new road on a level line."

Of a part of Mayo Mr. Nimmo remarks, in 1829, on the improvements arising from a new line of road:

"At Belmullet the advance is quite surprising: the place only commenced four years ago; it now consists of about seventy respectable houses, &c. Five ships were loaded with grain and kelp; iron hoops and coal were imported; spirits, beer, and wine, British manufactures, and tea and sugar were sold; the produce of the fisheries were admitted to a market, and the population, formerly crowded in the narrow valleys, were fast settling along the new line of road."

Increased re-
venue from
good roads, &c.

A most important result is noticed in the same Report. In the district surrounding Clifden, in the county of Galway, no revenue was paid to the State prior to 1822. In 1826 taxation to the amount of £2500 was collected, and in 1828, it had augmented to £6080 7s. 3d., marking a consumption of spirits, tobacco, tea, sugar, &c., &c., and thus proving indisputably the increased wealth and improved habits of the people.

Mr. D'Arcy, in part of his evidence, makes the following statement respecting the same district.

1968. "Are there not in the county of Galway 200,000 acres of that description of land, and in a state almost waste, at this moment?—To the west of Galway there are more than 200,000 acres of land lying in that state.

1969. "How many have you of your own?—Several thousands.

1970. "How many are there in the neighbourhood immediately adjoining your estate?—The entire of the reclaimable district I alluded to is in the neighbourhood, and adjoins my estate.

1971. "With reference almost to every part of that tract of land, do the facilities with respect to sea manure and lime exist?—The country is so indented by the sea, that the remotest part is not more than six miles from it; if, therefore, there were roads, the facilities would exist to every part.

1972. "Have not Government made a considerable length of road in that district?—They have commenced several, none of which are as yet completed.

1973. "Have not those roads remained for several years with one part finished and the other utterly impassable?—They have.

1974. "How long have they been left in that state?—They commenced in the year 1822, and are yet unfinished.

1975. "Is there one passable?—Not throughout.

1976. "Has not the improvement in that part of the country been very great?—Yes, the improvement of that country has been very great within the last ten or twelve years; for instance, where you could scarcely get a stone of oats in 1822, from the quantity of waste land brought into cultivation, there was exported from the town of Clifden, this year, 800 tons to London and Liverpool.

1977. "To what do you attribute the increase of cultivation?—Partly to the building of the town, and partly to the outlay of money on the roads, and the facilities afforded by them even in their imperfect state.

Mr. Nimmo's
evidence.

1978. "Were oats grown in that country before?—Very little corn was grown in that country prior to the building of the town, there being no market for it.

1997. "If there was a main line of road made through the district, would the proprietors be able to make roads that would join it so as to be useful?—I think if the main lines were completed, the inhabitants of the barony would make some private roads by getting a loan of money, and paying the interest and principal by small instalments; the principal roads they are unable to make."

Clifden.

2013. "When you first went to reside in that country, how many houses were there in the village of Clifden?—Only one.

2014. "How many are there now?—Upwards of 300.

2015. "How many years ago is it since you went there?—

In 1815, no re-
venue.

Twenty years ago, in the year 1815.

2016. "Was there any revenue receivable from Clifden or its neighbourhood at that time?—Not a shilling.

In 1835,
£7000 annu-
ally.

2017. "Can you state the amount of revenue received last year?—Upwards of £7,000.

2018. "Does illicit distillation still prevail in Connemara?—It does not; there is a party of Revenue Police who are very active to prevent it.

2019. "Are they sufficient to put it down?—They are.

2020. "Previous to the formation of roads was there much illicit distillation at Connemara?—There was a great deal.

Advantage of
roads.

2021. "If the country was more open by roads, would it be necessary to keep up so large a police for the purpose of suppressing illicit distillation?—It would not."

In further proof of the advantages accruing to the public revenue in Ireland, by the opening of roads through the hitherto uncultivated parts of the country, your Committee refer to a paper in the Appendix, received from Mr. Mahony.

Mr. Williams'
evidence as to
increase of reve-
nue from public
works.

Mr. Williams states, that—

"In consequence of the expenditure of £160,000 in public works in Connaught, in seven years, the *increase of the an-*

annual revenue has been equal to the whole of that expenditure."

"I find also," he adds, "a corresponding increase in the revenue of the Cork district, where Mr. Griffith expended £60,000 in seven years, and *the increase of Customs and Excise has been £50,000 a year*, attributable mainly to the facilities of communication by which whole districts have been rendered available for productive purposes, and a miserable pauper population converted into a class of consumers."

From an expenditure of £60,000, increase of revenue in Cork district to £50,000 a year.

Again, in another statement:

"The Customs and Excise of Galway have fully doubled since 1822, and, exclusive of the improvement of Mayo and Sligo, the surplus must have gone far to pay off the sums Government have expended since that period in the province."

Galway and Sligo.

The Committee of 1830 adds, that

"The effects produced by *these public works* appear to have been,—extended cultivation, improved habits of industry, a better administration of justice, the re-establishment of peace and tranquillity in disturbed districts, a domestic colonization of a population in excess in certain districts, a diminution of illicit distillation, and a very considerable increase to the Revenue."

Advantage of public works.

In the Reports of the Commissioners of Public Works in Ireland, 1833, 1834, and 1835, it is stated:

"The very great benefit which the country has derived from the formation of these roads has been repeatedly represented; nothing, however, short of witnessing the effects produced, can give an adequate impression of their value.

Advantage of the construction of roads.

"In traversing a country covered with farms and in a high state of cultivation, showing every sign of a good soil and of amply remunerating produce, it becomes difficult to credit the fact, that ten or twelve years since the whole was a barren waste, the asylum of a miserable and lawless peasantry, who were calculated to be a burden rather than a benefit to the nation; and that this improvement may be entirely attributed

to the expenditure of a few thousand pounds in carrying a good road of communication through the district.

Necessity of aid
from Govern-
ment.

“These and other advantages, however, are insufficient to lead to the execution of such works without the direct and leading support of Government. Some, no doubt, have been constructed by parties feeling a paramount interest in the undertaking, and possessing adequate resources. Small tracts of land capable of improvement may thus be opened by the proprietors, but few individuals know where or how to begin on an extensive range of country, where the operations and results must necessarily be on a great scale, and where the interests are so multiplied and blended, and the relative anticipated advantages so little within the reach of calculation, that even interested parties cannot be induced to venture on the speculation.

“It might reasonably be expected that the grand juries would provide a remedy in such cases; but those are naturally the poorest counties in which these unproductive districts abound, and it is with difficulty they can maintain the communications already established. They have the greatest wants and the smallest means, and the remote wastes attract little of their attention.”

Fishery piers.

On a most beneficial class of works, undertaken by Government aid, namely, the small fishery piers on the coast, it is remarked:

“These piers appear to have been productive of great advantages to the neighbouring districts, not only as affording encouragement to the fisheries, but also accommodation for the landing and shipment of produce, goods, manure, &c., on which considerations they seem to merit the attention of Government.”

“The shelter these small piers afford to fishery vessels, and those employed in the distribution of manure and fuel, together with the facility they offer for the transmission of agricultural produce, has created in their immediate vicinity a

striking contrast to the wild uncultivated wastes by which they are in many instances surrounded."

Towards the conclusion of the Second, the Report adds:

"It is not for this Board to give an opinion on the degree of support which the Legislature should bestow on public works of primary utility. We are, however, fully persuaded not only of the great *political advantage* of such an expenditure of the public money, but that it would be to a considerable extent repaid by the indirect returns made to the revenue arising from an increased general prosperity. In England abundant sources of industry are struggling for vent, requiring only the stimulus of such additional facilities of intercourse to enable them to come into full and immediate operation. They are, therefore, in themselves fair sources of speculation for private capital. In Ireland, on the contrary, they are required to *foster and encourage sources of industry which are yet latent*; and though the consequences and advantages are not so immediately apparent, nor (except in few instances) do they afford *direct* profits to induce the expenditure of private capital, they are not the less great objects of *national interest*."

Political advantage of public works.

Repaid by increased revenue.

Advances in Ireland required to foster industry, and natural advantage thereof.

The following are from the Third Report, 1835:

"The benefits which the country has derived from the construction of roads carried by the aid of Government contributions through extensive poor, uncultivated districts, which were previously without means of communication, continue to manifest themselves in the most satisfactory manner.

"These roads have been the means of fertilizing the deserts, and of depriving the lawless disturbers of the public peace of their place of refuge, affording them at the same time resources for an active, honest industry, of which we must do them the justice to observe, they have not shown any indisposition to avail themselves." "We cannot lose the opportunity of repeating the declaration of our firm conviction

Policy of promoting the construction of roads by liberal and extensive support.

of the *good policy* of promoting these eminently useful works by the most liberal and extensive support."

Your Committee, impressed with the important national results detailed in these Reports, and desirous of extending them generally through all the uncultivated tracts of Ireland, present to the consideration of the House the following extracts from the evidence of Colonel Burgoyne:

Colonel Burgoyne's evidence.

455. "Where would you apply the Government money?—In opening very extensive uncultivated districts; I would provide one main thoroughfare of communication at the expense of Government, and for opening less extensive districts I would give the moiety grants as at present; for these occasions they work very well.

456. "Do you include great tracts of bog in your improvable districts?—Yes, bogs and mountain land.

457. "Would it not be right to compel the landlord to contribute?—I think not, in the cases of those very extensive districts I have referred to; they have no sufficient interest in it; the great benefit derived from opening these lines of roads would be to the lower classes for many years, and it would be only a distant prospective advantage that the landlord would have in them.

458. "Would not the people themselves be willing to contribute?—The people who would derive the principal benefit have no means of doing so, the poor people.

The people unable to contribute.

459. "There is their labour?—*You cannot have people's gratuitous labour who have nothing else to live on.*

460. "Did you ever hear of one-half of the estimated rate per perch being given to the people who executed the work, in consideration of the local advantage they derived from it?—I have; and in such a case the road might be constructed at a moderate expense, very beneficially to the country.

461. "Is this generally applicable to the state of the country with reference to the people's contribution?—I think in some cases it is made the subject of oppression, by taking

advantage of their necessities to get out of them their labour at a low rate."

422. "What are the principal lines of communication which you think it would be most desirable to make with reference to the unfolding the resources of the country?—I cannot specify the particular lines; but the districts generally of Galway, Mayo and Clare, and I believe parts of Donegal, Mayo in particular.

423. "Have you taken into consideration the districts adjoining the counties of Kerry, Limerick, and Cork?—All these counties also are very susceptible of improvement in that way."

526. "What are the number of miles of general lines of roads of great and pressing importance which you think desirable to be immediately made, and what would be an approximation to the expense?—I should think, at a rough guess, that 200 miles would not be saying too much.

527. "What would be the probable expense?—The probable expense might be £120,000, about £600 a mile perhaps. Cost of roads in Galway and Mayo.

528. "And is this the whole extent of the great lines of communication which you would contemplate making out of the public funds?—It would go beyond it.

529. "How much beyond?—I have not made a correct calculation; it would require some researches with reference to that particular object. I gave too precise an answer when I said 200 miles; there are at least 100 miles in Galway and Mayo alone that might be made with very good effect.

AS TO FUTURE LOANS.

After four years' experience of the working of the Act, your Committee feel themselves authorized in stating, that although strict in many of its terms, it has been of much and essential service to Ireland. Your Committee, however, beg leave to observe, that the prescribed terms As to future loans

are so severe for individuals, only three or four loans have been taken; and even in respect of public bodies, loans which might have been safely made and most usefully applied, could not be obtained under the Act, (Colonel Burgoyne). And it is in evidence before your Committee, that in consequence of the strictness of the terms on which loans are required to be made by the present Act (355 to 369, 374, 394, 549 to 560, 573, 587, 826, 909, 988, 1013, 1035, 1051, 1067, 1225), the benefits which might flow from them under less restrictions, yet with equal safety to the loan fund, have not been diffused commensurately with the objects for profitable outlay, to which the fund was originally designed to be applied.

It also appears that the rate of interest chargeable on the loans, as stated at the commencement of this Report, is considered high with reference to the cost of the loans to Government, the nature of the objects for which the loans are required, and the present general rate of interest on money (398, 402, 650 to 658, 909, 988, 1001, 1015, 1018, 1059 to 1063, 1066, 1083).

In England,
from 1817, five
millions, five
hundred thou-
sand advanced
for public works.

Your Committee find, from the experience of the loan system introduced into England under the Commissioners for Loans in 1817, that the best possible effects have been produced. By the evidence of Mr. Brickwood, it appears, that since the year 1817, the sum of £500,000 has been advanced by the English Loan Commissioners on the security of roads and other public works in England, and nearly £200,000 in Ireland, out of the £250,000, the sum provided by that Act for Ireland.

3 Geo. IV. c.
112. 6 Geo.
IV. c. 35. 4
Geo. IV. c. 101.
7 & 8 Geo. IV.
c. 12.

Previously to the issuing of Exchequer bills under the present Act, (which is a revolving fund, the issue of Exchequer bills being always to be available to the amount of £500,000) a sum of £500,000 has been from time to

(49)

time appointed (and which was advanced out of the Consolidated Fund), for similar loans in Ireland, under the authority of various Acts of Parliament.*

Of the £5,300,000 advanced in England, the sum of ^{Advances to} £2,000,000 is now and has been outstanding at an ^{England.} average rate of interest of £4 2s. 6d. per cent., whilst Government, after the first year of issue, only pay an interest of $2\frac{1}{2}$ per cent.; so that the gain to Government is nearly £40,000 a year; and although the Commissioners in England are not in the receipt of the interest on the whole sum outstanding, after allowing for all expenditure, there is an annual sum of £30,000 received by Government, over and above all losses which have occurred.

In proportion to the amount, an annual surplus must have arisen, and must continue to arise, upon the sum of £500,000 issued under the present Act.

It is also in evidence, that the operation of the 18th and 58th sections already referred to, have very much deterred persons from borrowing money under the Act, or becoming sureties for others, or shareholders in useful undertakings; and it appears to your Committee, that if the security was taken to the Commissioners without making the party entering into the security a Crown debtor, the same, if not greater security would be afforded, as persons would be more likely to become sureties. And in reference to the 48th section, it appears to your Committee that the precautions taken by the Board as to security would admit of some relaxation in the rigour of clause.

It is also in evidence (Colonel Burgoyne, 1125 to 1133) Colonel Bur-

* These sums are exclusive of the monies lent by Government to Grand Juries in Ireland, for the building of gaols, court-houses, and infirmaries, and which are either actually paid or in progress of repayment.



goyne's evidence: present loan fund of £500,000 for public works in Ireland inadequate, and should be increased.

Loan to Ulster Canal Company.

that the present Loan Fund, or power of issuing Exchequer bills to the amount of £500,000, to lend for Irish public works, is inadequate for the wants of Ireland; and it is recommended that the fund be increased.

A loan has been made by the Commissioners in England to the Ulster Canal Company, at the rate of $3\frac{1}{4}$ per cent.

Under the present Act, twenty-five years are given for the repayment of loans for public works; interest at £4 per cent. is required, and a sinking fund of £4 per cent.

It appears to your Committee, that in order to lighten the pressure upon the resources of the borrowers at the commencement of their undertakings, the sum required for the repayment of the principal, together with the interest, should be fixed and invariable throughout the entire time for which the money is lent. It is in evidence, (see Appendix, the evidence of Mr. Mahony) that a fixed payment of £6 per cent. continued through a period of twenty-nine years, will pay an interest of £4 per cent. on the sum advanced, and pay off the entire principal. If the interest was reduced, the principal money would, of course, be sooner repaid by means of this fixed payment.

Your Committee, after matured deliberation on the evidence obtained under these important heads of their inquiry, beg leave to recommend to the consideration of the House,—

Recommendations of Committee to reduce the rate of interest.

1. THAT the Loan Fund be increased by a power of issuing Exchequer bills for an additional sum, which, together with the £500,000 already granted, shall be a revolving fund for annual outlay in loans.

2. THAT the Lords of the Treasury shall have power to reduce the rate of interest payable upon the loans, to any rate not lower than the cost to Government.

3. THAT in respect of loans to individuals, except

in case of a loan on personal security only, the repayments be a period of time varying from seven to fifteen years ; the first repayment to commence, at the furthest, at the expiration of five years from the commencement of the loan.

4. THAT in respect of loans for all public works, except loans to Grand Juries, the repayments be made by half-yearly instalments at the annual rate of £6 per cent. on the original amount, out of which the interest is to be deducted at the rate agreed upon.

Recommendation of Committee as to loans for public works, and interest on such loans, &c.

5. THAT the shares and stock of all such public companies as shall be approved by the Treasury, may be taken as securities, as well as Government and bank stock, Exchequer bills, and India bonds.

6. THAT power be given to the Lords of the Treasury to enlarge the time for repayment on the agreement for the loan.

7. THAT the writing obligatory required by the 18th section of the Act be given at the discretion of the Lords of the Treasury, either to His Majesty as thereby directed, or to the Secretary of the Commissioners, so as to relieve the party from becoming a Crown debtor.

8. THAT power be given to the Lords of the Treasury, if they shall think fit, to dispense at the time of the contract for the loan with the obligation contained in the 48th section.

Your Committee having received several suggestions, recommending that the loans borrowed from the Board of Works should be first charges on the estate improved, taking priority of all previous incumbrances, inasmuch as by the outlay of the loans the estates would be enhanced in value, they are desirous of calling the attention of the House to the recommendation, without offering

one on their own part; but they suggest whether, in the event of its not being considered politic to adopt the recommendation, it would not be just to make the loan a first charge on the particular portion of the estate reclaimed or improved by the outlay of it.

Waste lands.
French law as
to waste lands.

Your Committee also beg leave to call the attention of the House to a provision in the French law, whereby it is directed that previously to the commencement of improvement of waste lands, such waste lands should be valued, and the claim of the mortgagee or incumbrancer on that portion of the estate is limited to the amount of the valuation.

It has also been suggested, and to which suggestion your Committee beg leave to call the attention of the House, that to relieve borrowers from a portion of the expenses attending on the completion of securities, the Solicitor of the Board of Works should be empowered to require the officers of the Irish Courts, and of the Registry Offices, to make searches for incumbrances and settlements affecting the properties on which securities shall be offered; and that such officers shall not require any fee or duty for such searches: the searches in those cases to be retained in the office of the Board of Works, and used only for official purposes.

Loans, recommendations as
to tenants for
life.

It has also been recommended to your Committee, that the regulations of the Act as to loans might be relaxed in favour of tenants for life, or other persons having particular estates, so as to enable them to charge the outlay on the inheritance, as in cases of grants (1043, 1054 to 1059), where they are empowered to charge on the inheritance a moiety of the contribution for roads and bridges. Your Committee recommend that this power be given, but with the sanction of the Court of Chancery to be obtained previously to the making of the contract, by peti-

tion in a summary way, and the outlay in no case to exceed three years' annual value of the estate. On the repayment of such loans, the tenant for life, or other person having a particular estate, to have a lien on the inheritance for the amount repaid out of the rents and profits accrued due during the continuance of such life or particular estate. This principle is recognized by the law of Scotland; in England, by the Inclosure Acts; and in Ireland, by the Acts for encouraging the planting of Trees.

Your Committee cannot leave this part of their inquiries without *strongly* expressing their opinion, that the maximum of interest receivable by the Commissioners of Public Works should be £4 per cent.

Recommendation as to rate of interest to be £4 per cent.

AS TO FUTURE GRANTS.

Your Committee have already stated that the grant fund provided by the Act, amounting to £50,000, to be disposed of in contributions of a moiety of the expense of constructing roads through waste tracts in remote districts, and small fishery piers on distant parts of the coast, has been nearly exhausted, and, as it appears, chiefly by aids to grand juries. Only a small part has been obtained by individuals (468). It has been strongly urged that an additional grant be applied for similar objects, as well as for useful public works of any description (469); and as moiety grants in aid of undertakings by individuals, where no direct tolls or profits would arise; and also for the whole expense of works in remote poor districts, where a moiety of the expense could not be obtained either from individuals or public bodies (1137 to 1149), and in completing the roads already commenced by Government, but which remain in an unfinished state, and whereby the greater part of the advantages to the public are lost.

As to future grants

Your Committee beg leave also to state, that scarcity and distress most frequently occur in those districts where there is a deficiency of roads and means of communication. Such is the case at the present moment.

Advantages of
advances for
public works
in Ireland.

Your Committee, in reference to the extension of roads, have already pointed to the *extraordinary advantages* which have been obtained by an expenditure of public money, in the carrying on of works through the remote districts of Ireland.

In Scotland, similar results followed similar operations (Mr. Loch, 151 and 203); and in that country grants were made for roads and bridges, from 1803 to 1821, both inclusive, amounting to £492,670 10s. 5d.

Recommendation of Committee as to further advances for public works in Ireland.

Looking to the amount of outlay in Scotland, and the advantages which have flowed from the former, as well as those which have been obtained by a much smaller outlay in Ireland, your Committee recommend that *an additional sum* be placed at the disposal of the Irish Board of Works, to be expended on *all* works of public utility, where no private profit shall arise, and where public bodies or individuals shall contribute one-half of the expense. Your Committee also recommend to the consideration of the House, whether similar powers should not be conferred on tenants for life, trustees, and other persons, having only particular estates, in reference to the construction of small piers, quays, and harbours, as, by the present Act, are given in respect of roads and bridges, for enabling them to raise their moiety of contribution; and also whether the stipulation required, as to the future maintenance and repair of such small piers, quays, and harbours, may not safely be dispensed with, particularly if the recommendation of your Committee, contained in a former part of this Report, as to tolls, be adopted; and also, whether the stipulations as to the

person or persons who shall apply for such moiety, entering into security to defray all moneys beyond the estimated expense, should not be confined to one-half of such increased expenditure. The same remark is applicable as to grand juries; and your Committee beg leave also to suggest, that no compensation should be given for the lands taken for roads or bridges, through any wild or remote districts.

SAFETY HARBOURS.

On the coast of Ireland there are numerous eligible sites for safety harbours, where an outlay of no very great amount, comparatively with its advantages, would be sufficient to render those natural asylums secure havens for commercial shipping; but where there is no prospect of pecuniary profit to induce an outlay by individuals or companies;—and there, your Committee beg leave to call the attention of the House to the evidence on this point, showing that a rational outlay, for suitable defences at such stations, and for removing dangerous rocks, and making navigable certain passes or straits between the main land and contiguous islands, would be of great importance to the shipping and insurance interests of Great Britain, while promoting local benefits in Ireland, by affording employment, and encouraging the *deep-sea fisheries*.

Deep sea fisheries, and safety harbours.

INLAND NAVIGATION AND RAIL-ROADS.

Under the present Act, the Board of Works cannot make *grants* for improving the navigation of rivers, but may lend for all public works.

It has been suggested, that for the purpose of improving the navigation of rivers and lakes, or extending

Railways and Canals.

Recommendation of Committee as to advances—one-fourth by the individuals, one-fourth by the Government, and one-half by the Board of Works.

canals, it would be politic, whenever individuals shall subscribe a *contribution* of *one-fourth* of the estimated charge, or the lands benefited shall be made liable to *one-fourth* of this charge, that Government shall contribute another *fourth*, and that the remaining *half* shall be lent by the Board of Works, to be repayable by half-yearly instalments, at an average rate of 6 per cent. on the loan, in which the accruing interest on the loan is to be included: these repayments to be raised by tolls terminable on the extinction of the debt, or by other approved means. In all such undertakings, the Government would require to be satisfied that the tolls of the navigations would provide for the repayment of the loan, and that the cost would not exceed the estimates; otherwise, of course, the proposed contribution would not be made. Your Committee, therefore, recommend this suggestion to the consideration of the House; it being obvious, that there cannot be an improvident outlay under such limitations, and that navigations, so formed, must become of great local or even national importance.

Committee recommend a liberal advance of public money for public works in Ireland.

Duty of the Board of Works.

Looking, however, to the condition of Ireland, your Committee foresee that undertakings of the kind must be very limited, when individuals (either subscribers or proprietors) must bear *one-fourth* of the cost; and they beg leave to suggest that other measures should be resorted to, for improving extensive lines of inland navigation. For this object, they consider that it would be *sound policy to make a liberal outlay of public money*, as the advantages to be obtained are equal in national importance to any for which the public money is applied, next to the maintenance of the Government. And they recommend that it shall be the duty of the Board of Works, under the sanction of the Treasury, in each case, to investigate the expediency, and estimate the expense

of all such improvements, on the requisition of grand juries or baronial sessions, and report to Government the probable advantages and cost of the required works: each report to be laid before Parliament, previously to the time for considering the estimates of the year.

Whether your Committee consider the extension of canals as a means for facilitating internal intercourse (and to canals all the previous observations on roads are strictly applicable), or as one of the best means of draining and improving bogs and wastes, whether as an abundant source of employment for the poor, not merely in their construction, but to a far greater extent after their completion, or with reference to the vast sums already invested, and in which Government are directly interested to a very considerable extent, they are strongly impressed with its importance, as one of the most powerful agents of national improvement.

Loans to canals, a powerful agent to national improvement, in promoting drainage, &c.

The introduction of railways, if practicable, would also be attended by so many *obviously important advantages*, that the Committee do not hesitate to class them with canals, as works of primary importance.

Railways, works of primary importance.

One of the principal objects of the loan system, and of the present Act, was to encourage the application of private capital and enterprize in promoting public works of this class, and your Committee attach much importance to the operation of *private capital and public credit*, in promoting works of this class, where the parties who originate the undertaking, and by whom it is to be managed, have a direct personal interest in its prosperity, and give the best possible evidence of the sincerity of their views, by contributing a large portion of the cost.

Principal objects of the "loan system."

Private capital and public credits, to promote railways.

It has been suggested to your Committee, that in such cases, and for such objects, where the parties offer to advance *one-third* of the actual cost of the undertaking,

Advances one-third by the private parties, two-thirds by Board of Works.

Company only to divide 10 per cent.

Mr. Cubitt's recommendation as to advances on railways, &c.

Committee recommend the above, and dwell on the great advantage to Ireland of Government advances with private capital.

Improving the navigation of the Shannon.

the Board of Works be authorized to advance the remaining *two-thirds*, one-third to be repaid with interest in the usual manner, and the remainder as a grant; in this case the company to be restricted from dividing a greater amount of profit than 10 per cent. per annum until they paid off the amount of the grant as well as the loan.

A modification of this plan has been suggested by Mr. Cubitt, namely, that of the two-thirds proposed to be advanced by the Board of Works, one-half should be secured upon the work, to be repaid by an annual charge of five per cent. for thirty-one years, which is equivalent to paying three per cent. interest, and investing two per cent. as a sinking fund, and that whatever profit shall arise from the work over and above five per cent. per annum during the repayment of the first part of the loan shall go to the company, and that so soon as the first part of the public loan shall thus be paid off, the *entire surplus*, over and above five per cent. per annum on the private advance, shall then be applied to the repayment of the second part of the public loan, but without interest; after which the entire profit may be divided by the company

This plan appears to deserve attention, inasmuch as it establishes a mutual interest between the lender and the borrower, as the latter can never enjoy the full amount of his profits while the former remains unpaid; and as likely to bring forward a large amount of private capital in furtherance of public works of great national utility as well as emolument, and thus confer benefits on Ireland which neither public nor private capital separately employed could ever accomplish.

On the general principle of improving, or opening, inland navigations, particularly as it applies to the Shannon and its tributary rivers, your Committee have received

much useful information from Colonel Burgoyne, and Mr. C. W. Williams, one of the Directors of the Dublin Steam Packet Company (506; 536 to 542; 834; 941 to 965), and they consider the suggestions of those gentlemen worthy of the most serious consideration.

WASTE LANDS.

Your Committee reserve for a further Report the recommendations which they propose to found on the evidence they have taken, and are obtaining, in relation to the reclaiming of the Irish waste lands; and they will in that Report apply themselves to the consideration of various suggestions before them, as to the best means of improving the condition of Ireland generally by promoting the employment of the people throughout the country. *For the present, they are desirous of calling the immediate attention of the House to the objects included in this Report, as the ordinary wants of the labouring population in the districts principally referred to, are now seriously increased by the scarcity and dearness of potatoes, on which the peasantry there exclusively subsist; and it is desirable that any proposed measures for enlarging the operations of the Board of Works, in those parts of the country, be speedily adopted.*

Waste lands :
scarceness of
potatoes as rea-
son for immedi-
ate advances.

Employment of
the labouring
classes.

June, 1835.

SECOND REPORT.

THE SELECT COMMITTEE appointed to inquire into the AMOUNT of ADVANCES made by the COMMISSIONERS of PUBLIC WORKS in *Ireland*, the Regulations under which they were made, the Purposes to which they have been applied, and the AMOUNT of REPAYMENTS; to consider also the various Reports made by Committees and Commissioners on the subject of reclaiming WASTE LANDS in *Ireland*, and to what extent the suggestions which they contain have been complied with; and to report from time to time to the House, together with the MINUTES of the EVIDENCE taken before them: HAVE concluded the inquiries directed to be made, and having in their FIRST REPORT applied themselves to the consideration of those within the first division of the objects for which they have been constituted, they submit, in this their SECOND REPORT, the results of their inquiry into the reclaiming of WASTE LANDS, and the Recommendations which they have resolved to found on it.

Waste lands and
bogs. THE Reports of Committees and Commissioners, in which the policy and practicability of reclaiming Irish waste lands are investigated or referred to, are the Second Report of a Committee of the House of Commons, appointed in 1819 to inquire into the state of Ireland (presented 7th June, 1819); the Report of the Committee

on the state of Ireland, appointed by the House in 1830; and the Reports of the Commissioners appointed by the Crown on the 15th September, 1809, to inquire into the nature and extent of the several *Bogs in Ireland*.

These Reports point out the advantages derivable to the State, the community, the labouring classes, and to England, from reclaiming the waste lands of Ireland, and are founded on the most *convincing evidence* of the facility with which such wastes may be reclaimed. But it appears, from the evidence obtained by your Committee, that *no effort* has been made to realize the advantages pointed out, except in a few cases. In these, however, the success has been *most complete*, and therefore they present undeniable proofs of the practicability and importance of the operations proposed in the Reports.

Reclaiming
waste lands,
great advan-
tages of.

Your Committee refer for the details of these beneficial results to the evidence of Mr. Fetherstone (2362), of Mr. Griffith (2595 and 2783.), of Mr. D'Arey (1951), of Mr. French, a member of your Committee (3114), in which, as well as in the evidence of Mr. Bald (2512), there is very important information as to the extent and nature of the various waste lands in Ireland, and the cost of rendering each kind arable.

There are four denominations of waste lands in Ireland—the red bog; the black bog; mountain land; and lands inundated by rivers.

Bogs.

The utmost expense of reclaiming the first, the red bog, is stated by Mr. Fetherstone at £13 an acre, and he values that which he has reclaimed at being worth a rent of £1 an acre. To relieve the low black bog has required an outlay of £6 an acre, and he considers it worth a rent £2 for meadow, or £3 if in a district requiring much meadow land (2368). The expense of reclaiming mountain bog consists principally in the charge for cutting drains,

Bogs in Ireland,
four species of,
expense of re-
claiming.

the expense of which is inconsiderable. When the drains are formed the soil is at once brought into cultivation by burning the surface peat. Mr. Fetherstone (2408) states that the mountain soil can be reclaimed at a very small expense. The cost of reclaiming flooded land must depend on the extent of the river causing the inundation, or of the value of the mill or fish weirs by which the overflow is occasioned. Mr. Griffith states (2787), "I know instances where several hundred acres of valuable meadow land are rendered almost a waste in consequence of a common mill weir, which mill is not worth £20 a year; eel weirs also present impediments that should be removed." Immense tracts are wasted by the inundations of the Shannon and its tributary rivers; but the expense of reclaiming them depends on the extent of natural obstructions to be removed for the purpose of giving a free flow to the rivers. Colonel Conolly, a member of your Committee, states (1241), that by an outlay of only £27 a drainage has been effected on his estate in the county of Donegal, which has enabled the grand jury to form a new and level line of mail-coach road through a mountain district; that "the climate has been much improved, and a great quantity of land has been brought into cultivation by deepening, straightening, and discharging the small lakes and rivers."

Immediate employment of the peasantry.

Your Committee in their First Report have recommended the adoption of measures for extending lines of roads through uncultivated tracts, and the erection of piers and quays for *promoting industry permanently*, and providing *immediate employment* for the peasantry of the remote districts; these works, however, would not lead to the complete accomplishment of their object, without being accompanied or succeeded by very extensive operations for reclaiming waste lands. The formation of roads and of quays on navigable rivers and lakes, would indeed

Public works and reclamation of waste lands.

promote those operations, but are by themselves not calculated to give the country all the advantages derivable from an increase of its productive territory, and the improvement of its husbandry.

The operations for reclaiming wastes would also be more diffused than those on other public works, as in almost every county throughout Ireland there are large tracts of reclaimable wastes; and additional employment may therefore be thus created for all the peasantry, withdrawing them far from their present habitations, or unduly augmenting the population of any one district, which has often been the result of ordinary public works, and has been followed by great distress among the labourers.

Increasing the arable land of the country would also have the effect of breaking up the densely populated cottier settlements on the lands now in use, and of abating those fatal contentions which have been incited among the peasantry by competition for land. The increased demand for labourers would induce a large number to abandon the cottier holdings, preferring to work for hire, with a reasonable certainty of continuous employment, rather than be subject to a rent, which leaves them only a scanty subsistence as their compensation for a year's labour.

Unhappily for Ireland, and for the whole kingdom, it has not been heretofore considered sound policy to adopt any public measures towards the development of these extraordinary sources of wealth, or *practically* improving the condition of the Irish peasantry; and hence that fine and fertile country presents so much misery, discontent, and crime.

Your Committee cannot concur in the opinion that the social disease of Ireland is produced by a real excess of population. It may be doubted whether the country does contain a sufficient quantity of labour to develop its

Advantage of reclaiming waste lands.

Great injury to Ireland, and to the whole kingdom, by the neglect of Government to improve the condition of the Irish peasantry; hence, the misery, discontent, and crime amongst the labouring classes.

Politie to use the internal resources of Ireland, by which revenue of the Exchequer increased.

resources; and while the empire is loaded with taxation to defray the charges of its wars, it appears most politic to use its internal resources for improving the condition of the population, by which the revenue of the Exchequer must be increased, rather than encourage emigration, by which the revenue would suffer a diminution, or than leave the labouring classes in their present state, by which poverty, crime, and the charges of Government must be inevitably extended.

In 1728, when the number of the people did not exceed a fourth of the total now existing, there appears to have been comparatively as much distress, occasioned by want of employment, as there is now; and Primate Boulter, in his published Correspondence with the British Government, as one of the Lord Justices, during the absence of the Lord Lieutenant, makes the following Report on the state of the peasantry:

Primate Boulter's description of the Irish peasantry in 1728.

“When I went my visitation last year, barley in some inland places sold for 6s. a bushel, to make the bread of; and oatmeal which is used for the bread of the North, sold for twice or thrice the usual price; and we met all the roads full of whole families that had left their homes to beg abroad, since their neighbours had nothing to relieve them with. I fear many hundreds perished by famine. Now the occasion of this evil is, that many persons have hired large tracts of land, on to three or four thousand acres, and have stocked them with cattle, and have no other inhabitants on their land than so many cottiers as are necessary to look after their sheep and black cattle; so that in some of the finest counties, in many places, there is neither house nor corn-field to be seen in ten or fifteen miles' travelling; and daily, in some counties, many gentlemen (as their leases fall into their hands) tie up their tenants from tillage.”—*Letter to the Duke of Newcastle, 24th February, 1728.*

One of the consequences of the misery caused by the

want of employment in Ireland, is an extraordinary increase of the population in the districts where most poverty exists, as compared with the increase in parts of the country where the peasantry are in improved circumstances and proportionably provident. It appears by the Census Returns of 1821 and 1831, that within the period of ten years, the population of Mayo, Galway, and Clare, increased 24 and 25 per cent., notwithstanding a copious emigration to America; when that of the better conditioned counties of Down and Wexford increased only 7 and 8 per cent., although emigration from these counties has been less.

Increase of
population.

It appears, moreover, that it is from the counties of Mayo, Galway, and other poor Western districts, the labourers migrate annually to England in so great numbers; and it is in evidence that much less remunerative employment at home would detain them in Ireland like the labourers of the Eastern districts (2830), that in the present year he was enabled to stop 500 labourers, who were on their way to England, by giving them employment on public works.

In providing the labourers with employment at home, settled habits of industry would be promoted among them, and local trade would be enlarged, creating new sources of employment. At present the greater part of the peasantry in the western districts acquire their annual stock of subsistence by working in the summer. Their earnings in England, and in the eastern Irish counties, enable them to procure some clothing, and to pay the rent of their cabins and potato land; *but if the potato crop be a failure, its produce is consumed long before they can acquire new means of subsistence, and then a famine ensues.* One of these lamentable contingencies has happened in the present year in some of the western districts. Thus, the

Benefit of employment at home in preference to emigration.

Present system
creates poverty
and superinduces
famine.

present system not only creates poverty, and rapidly augments the population, but also entails on the country all the horrors of famine. It is also a fruitful produce of crime, by giving to a large portion of the population months of idleness in every year, which cannot possibly be well spent by an uneducated, miserable, and exorbitant peasantry.

Your Committee have abundant testimony of the happy change effected in the habits of these poor people when provided with continuous employment. They refer particularly to the evidence of Mr. Griffith, who has had so many opportunities of observing the transition in several parts of the country. Mr. Fetherstone states (2431): "My property became safe when I commenced these large works. I never had a sheep taken from me, or suffered any of those trifling thefts which they were in the habit of committing when unemployed."

Having such evidence of the practicability and importance of reclaiming the Irish waste lands, your Committee lament the indifference with which it is stated that the majority of resident landlords in Ireland regard those undeveloped sources of public and private wealth; and they apprehend that the greater part of these lands will remain neglected if left entirely to private enterprise, and the disposition of landowners.

There are, besides, many causes to obstruct improvement other than the indifference of the proprietors; the want of experienced undertakers in whom landowners and leaseholders could confide, both as to their skill and their estimates of the outlay; the necessity of co-operation among the owners and holders of adjoining properties, which may be prevented by disparity of interests and the apprehension of difficulties and litigation, in ultimately adjusting them, and allocating the outlay; and the

very general existenee of ineumbrances, which prevent borrowing for the purposes of improvement.

Your Committee have fully considered these difficulties, which largely exist, and therefore proportionably obstruct the improvement of the country; and they have resolved on submitting the following propositions to the House:

1. THE Board of Public Works in Ireland to have power to undertake, on the requisition of the proprietors of two-thirds of the property to be improved, drainage of bogs, embankments, and the removal of obstructions in rivers which cause inundations. Proposition submitted to the House by the Committee.

2. JURIES to be formed for valuing mill sites and fish weirs, and also to ascertain the increased value of lands drained, freed from inundations or otherwise improved, and apportion the outlay to the several proprietors, according to the benefit derived to each estate or interest.

3. THE outlay apportioned to be a charge upon the estate or interest benefited.

3. THE Board of Works to be compensated in money, or a sufficient portion of the waste lands improved, and powers to be given for that purpose, and also either to sell or mortgage a sufficient portion of the whole estate any portion of which shall be benefited.

5. TENANTS for life to have power to charge the inheritance with an outlay, to the amount of three years' value, under the directions of the Board of Works, for the drainage, embankment, or other permanent improvement, save buildings; the Board in the first instance to make a Report, in which the feasibility of the improvement, when projected, shall be certified; this Report to be laid before a Master in Chancery, with an application from the party to the Court, and the Mas-

Tenants for life.

ter to make due investigation, and if he approve of the project as being of such utility to the estate that the inheritance should bear the charge authorized to be placed on it, then to certify the same to the Court, and the certificate to be enrolled for the purposes of title, and the tenants for life to have power to sell or mortgage to the amount of such outlay any part of the estate which, or any portion of which, is to be improved.

6. **TENANTS** for life paying any portion of the outlay, with their own moneys, or out of the rents and profits, to be entitled to the charge of that amount on the inheritance, but to be bound to keep down the interest of such charge.

7. **WHERE** lands are mortgaged, the wastes to be valued, and the incumbrances to have operation on such portions, as liens to the amount only of the value ascertained anterior to the improvement; that is, if the wastes prove worth £200, the mortgagee to have a lien on them only to that amount, and the enhanced value to be susceptible for new incumbrance for the purpose of improvement.

8. **MORTGAGED** lands, where the rent to be received in respect of which will not exceed 2s. 6d. an acre, to be let by the proprietor under the approval of two arbitrators, one named by him, and the other by the mortgagee; and in case of default of naming such arbitrator by the mortgagee, then to let under approval of the Court of Chancery, to be obtained in a summary way by petition.

9 **ENLARGED** powers of leasing to be given to the Board of Trinity College, Dublin, and the Board of Commissioners of the Schools founded in Ireland by Erasmus Smith.

10. **RECLAIMED** wastes, which shall be conveyed to

the Board of Works, to be sold in small lots of not less than ten acres, or more than 200 acres, statute measure.

Your Committee recommend, that the Reports of the Irish Bog Commissioners appointed in 1809, and the maps belonging to them, be deposited in the Dublin Society House, or the office of the Board of Public Works, arranged and set apart for public inspection at the house of the Society, or the office of Public Works in Dublin; and that copies of all the Reports and maps be deposited for the same purpose in the British Museum, the Dublin Library, and the Public Record and Registration Office in the Custom House of that city; and your Committee recommend the publication of such of the maps as have not as yet been published.

Recommendation of Committee as to Reports of Bog Commissioners.

Suggestions have been made to your Committee by Mr. Griffith, for transferring the fiscal functions of grand juries to barony boards, for the purpose of promoting measures for securing employment to the peasantry on roads and other public works, when farming employment is diminished; to which suggestions your Committee beg leave to direct the attention of the House.

Your Committee's attention has been called to the process of Custodiam in Ireland. Your Committee, in the words of the Committee of 1830, "have no hesitation in expressing their decided opinion that this system, objectionable in itself, and animadverted upon as it has been both by the Parliamentary Commissioners and Committees, is an evil and an abuse which requires immediate and effectual reformation;" and your Committee are therefore pleased to find that a bill has been introduced into Parliament for the purpose of abolishing this process.

Since the First Report of your Committee has been circulated, Mr. Moore O'Ferrall has been examined by your

Committee, and it appears from his evidence, that Colonel Burgoyne was mistaken in respect of the number of miles that would be saved by the road alluded to by him; and that, instead of seven miles, two miles only would be saved in the distance to Carlow; and Colonel Burgoyne is himself desirous that this mistake should be corrected. But this does not alter the opinion of your Committee, that the power recommended by them in their First Report to be given to the Board of Works, as to roads passing through different counties, should be conferred.

August, 1835.

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Mercurii 25^o die Martii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

John Rickman, Esq., called in and examined.

Lunæ, 30^o die Martii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

James Loch, Esq., a Member of the House, was examined.

Mercurii, 1^o die Aprilis, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel *John Fox Burgoyne*, called, and examined:

228. ARE you chairman of the Board of Public Works in Ireland? I am.

229. When was that Board constituted? In 1831.

229-(1). Of how many is that Board composed? Myself, as chairman, and two commissioners.

230. And a secretary? Yes.

231. And how many clerks? Three office clerks.

232. Have you been in the Engineers? Yes.

233. What are your military services as engineer? Chiefly in the field.

234. And subsequently? Subsequently at Chatham for six years, and three years at Portsmouth.

235. Your appointment to the Board of Public Works in Ireland was an appointment taking you from the Ordnance service? It was.

236. Who are the other gentlemen that form the Board of Works? Mr. Brooke Taylor Ottley, who came from the Army Account Office; and Mr. John Ratcliffe, who was formerly in the corps of Engineers also.

237. Therefore, the Board consisted of two gentlemen educated as military engineers, and one, whose former practice had given him experience as to the public accounts, having been an examiner of the accounts rendered to Government? Yes, precisely.

238. Without any reference to the qualifications of the individuals who now form the Board of Works, do you conceive, assuming the number to be properly fixed at three, that two practical engineers and a person conversant with accounts, give a principle upon which the Board can be managed usefully and effectively? I think it the best possible principle, and a great advantage to have persons conversant with works, and also to have one well conversant with accounts.

239. You do not mean to say, that three is the best possible number? Yes; fewer than three would add too much responsibility to the persons, and more than three might not work well together.

240. What were the former pursuits of the secretary? He has been thirty years in the service of different Boards, having similar avocations. He was in the Fishery Board, and the Board of Inland Navigation for many years; he commenced as secretary to the latter, and became subsequently a commissioner.

241. How many clerks are there? Three clerks in the secretary's office.

242. What are the duties of those clerks? Copying and registering all the proceedings, writing many letters from rough minutes, under direction of the secretary, after which they enter them, and keep an account of all the proceedings.

243. I think you said there was an accountant also? There is an accountant, who has two clerks: he had originally one, but he has been obliged to have another, in consequence of the pressure of business in his office.

244. Have you any engineer attached? We have one engineer and architect combined in the same person.

245. He is constantly employed by you? Constantly.

246. What were the former pursuits of this engineer or architect? He was formerly in the Ordnance Service, and clerk of the works in an extensive district at Portsmouth.

247. Were the duties he previously performed such as to give him, in your judgment, habits of experience and knowledge fitted for his present situation? I consider him the most able man for the situation I ever knew in my life.

248. What are his duties? The whole of the engineers' and architects' business in Dublin, a general but less direct superintendence of various works in the country, and answering references and consultations on other points of sufficient importance.

249. Suppose the grand jury present for a road, and that you lend money under the authority of the Act to the grand jury, would it not be considered necessary to employ the county surveyor for that purpose? Decidedly not; because as we require an investigation, to be satisfied that the plan is correct, we should employ another surveyor, very likely a country surveyor from an adjoining county, in that case we should pay him out of the fund provided by the party for defraying the expenses of the investigation.

273. What were the other boards of which the duties were annexed to your board? There were five in all; namely, the Board of Works in Dublin, the Board of Inland Navigation, the Board for lending money from the Consolidated Fund, the Commissioners of Kingstown Harbour, and the Commissioners of Dunmore Harbour; the fisheries were included in the inland navigation; they were transferred to the Board of Inland Navigation previously.

274-5. The duty of the Board for lending Money out of the Consolidated Fund, was under the provisions of the Act of 57th Geo. III.? I believe it was.

276. With respect to the Board of Works in Dublin, of what were they constituted previously? I think there were five commissioners.

279. What were the number of the Board for issuing Money out of the Consolidated Fund? There were a large number, I think, but they were unpaid.

280. Can you state to the Committee how many commissioners of the different boards now consolidated there were altogether? There were thirty-three, but the greater part of them unpaid; for instance, Kingstown harbour had fifteen all unpaid.

286. How was any principal expenditure by them applied? There was a fund of £500,000 voted by Parliament for inland navigations at the time of the Union placed under their management.

287. Was that a grant? It was.

288. Do you know how it was applied to the Public Works? It was expended on all the leading navigations in the kingdom; the Grand Canal had a large portion, and the Royal Canal.

289. Was it applied in improving the navigation of any of the rivers? Some of it was applied to the Barrow, some on the Shannon; and to the port of Dublin also a large sum.

306. You alluded to an Act of Parliament passed in the 57th Geo. III., by which moneys were lent from the Consolidated Fund, to what amount, can you state to the Committee? £500,000.

307. By whom were those loans managed? By a Board of unpaid Commissioners, composed of eminent mercantile men of Dublin.

308. Was any part of the money lent to individuals as well as to public bodies? Yes.

309. Upon what terms? That I cannot state; I believe the interest was chiefly at four per cent.; some was lent for working collieries.

310. Was any lent for the purposes of agriculture. I do not recollect any for the purpose of agriculture.

311. For drainage? I cannot recollect any.

312. Is it not one of your duties to see to the repayment of the money advanced by that Board? It is.

313. Have they been repaid, and to what extent? You will find that in the account which we send in to Parliament every year.

(77)

331. What was the amount of the money placed at the disposal of the Board under the Act of 1831? Five hundred thousand pounds for loans, and fifty thousand for grants.

332. How much of that £500,000 have you lent already? We have lent, or are under engagements to the amount of £494,000.

333. Do you mean to include in that the £100,000 lent to the Ecclesiastical Commissioners? Yes; being appropriated for that purpose, it is no longer available for others.

334. In point of fact, during the three years during which the Board has been in operation, only £394,000 has been sanctioned for the employment of the poor in Public Works? That amount is not all sanctioned; I include in it some loans that have been before the Board, and acquiesced in, and consequently as appropriated.

335. Can you tell us how much is sanctioned, drawing a distinction between that sanctioned, and that in a state of progress? Three hundred and fifty-one thousand seven hundred and seventy pounds have been sanctioned by the Treasury, including £46,000 for the Ecclesiastical Commissioners.

336. How much has been actually expended? The amount of Exchequer Bills issued is £195,250.

337. Making the average of the actual expenditure on Public Works, in each year, of about £65,000 a year? Yes, but there are grants besides.

338. How much of those moneys have been actually received by the parties? One hundred and ninety-five thousand pounds.

339. And the sum of £350,000 sanctioned? Yes.

340. And the sum of £494,000 contracted for and allotted? Yes.

341. How much of those moneys so lent, or engaged to be lent by you, have been lent to individuals, and not to public bodies? A very small amount; I should say not more than £12,000 or £14,000.

346. Then, in point of fact, you have encouraged by the loans only three small navigations in Ireland? Only those three.

347. The rest were harbours and railways? Yes.

348. Can you state where those harbours are situated? Ardglass, Limerick, Drogheda, Galway, Ballyshannon, Claddagh, and Belfast.

349. And the railroads? The railroads are Dublin and Kingstown, and a small railway near Belfast, to bring limestone from Cavehill.

375. Have you had any application for a canal to Nenagh? We have.

376. Is it your opinion that such canal would be of great advantage to the neighbourhood of Nenagh? It would be an expensive canal in proportion to its length.

377. Are there not extensive flour mills in the neighbourhood of Nenagh? There are, but that is one of the difficulties in making the canal, that it would interfere with those mills.

378. Would not the existence of such a canal afford great facilities for the shipment of flour to Dublin? It would undoubtedly.

379. I believe there were some persons to whom you were obliged to refuse loans under the Act? Yes, on the same ground.

401. Without an enormous advance of the public money of the country, would it not be quite hopeless to satisfy all parties in these public works? I think it would; but I ought to add, that I am persuaded it would be very good policy to make large advances for some descriptions of work.

402. Do you not consider, under this Act, that it is necessary at present to look more to the security offered rather as a beneficial investment on the part of the Government, than the general utility of the proposed work? I do not imagine any part of the loans are a beneficial investment to Government, or that they are meant to be.

403. Is not the money repaid with certain interest? It is.

406. Do you consider the increase of the water carriage in Ireland, as an agricultural country, would materially tend to improve their condition? Certainly.

407. You are aware you have advanced but £29,000 out of the £500,000 as loans for this purpose? Yes.

412. If that principle has governed your mind, how does it happen that the Board of which you are at the head, have lent £75,000

to a railroad company from Kingstown to Dublin? Because we considered we had very good shew of security, and which has been fully realized by the result, and because the parties themselves expended nearly twice as much out of their own resources.

413. The interest being secured by the work, you would have no objection to lend money for the extension of the Royal or Grand Canal? Quite the contrary; and I think in the Grand Canal in particular, great improvements might be made by the alteration of the level.

416. I wish to ask you, whether that £75,000 which you advanced for the Kingstown Railway might not have been more beneficially applied in other parts of the kingdom, provided you had not been so restricted with respect to the security? I think, as to that loan of £75,000, that it is the most advantageous we have made since we have commenced operations in the promotion and encouragement of an expenditure of a large amount of private capital on a public work.

Veneris, 3^o die Aprilis, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel *John Fox Burgoyne* called in; and further examined.

469. What alteration would you recommend to be made in the terms of making these grants? I think it is of so much consequence to encourage the advance of private capital for Public Works in Ireland, that I would be induced to make a grant to an equal amount for any work of real public utility, in conjunction with any party who would subscribe the same, without expecting any direct tolls or profits from the undertaking.

549. Are you of opinion that the conditions upon which the loans are at present advanced are of such severity that money could be obtained elsewhere for the proposed works upon the same conditions; and are you of opinion that those conditions require to be relaxed, and if so, in what particulars, and to what extent?—I have

reason to believe that money could not be obtained elsewhere for any of the purposes for which our Board have made advances, upon terms that the parties would think equally favourable; otherwise they would not subject themselves to the control and interference to which they are liable in taking advances from us. There is the case of the Dublin and Kingstown Railway, which is now paying so well, that the shares, after two or three months' working, are at 30 per cent. premium. Hearing a report that the Company were likely to borrow money elsewhere to repay the loan they had obtained from us, I made inquiries, and was informed, that they have no idea of the kind, as they could not in any way improve themselves by doing so. The terms upon which the loans are made might be relaxed, as far as regards the rate of interest demanded.

550. To what rate of interest would you reduce it with respect to public bodies or individuals? I would reduce it to the rate at which Government procures the money.

Luncæ, 6^o die Aprilis, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel *John Fox Burgoyne* called in; and further examined.

563. Do you mean that Government should have the charge of the works where they take a mortgage on the tolls if they advance the whole of the money?—I do, if they advance the whole of the money. Even where parties give a mortgage of tolls, they may be much inclined to increase the amount of the expenditure, but when they subscribe for a given portion of the funds, they feel an interest in economising.

573. Are you of opinion, that the moneys advanced by you for public works have been of great benefit to the public?—I am satisfied they have been of very great benefit.

574. Do you speak with reference to the limited amount expended under your direction? As far as has been hitherto carried into effect.

575. The money so lent by you, you have every reasonable expectation of being repaid, have you not? I think they will be nearly all repaid.

576. The annual expenditure which has arisen out of your operations has amounted to about £65,000 a year upon an average, do you not think that sum might be trebled or quadrupled with very great advantage to the country? I do; but the limited extent of issue has not arisen from any want of funds, because we have always till the present moment had sufficient to answer all the demands which have been approved of.

577. How do you account for there not being a greater amount? I do not know how to account for it; £65,000 may have been the average issues; but loans for works now in progress to a larger amount have been sanctioned.

578. Do you not think, if a further sum of money was placed your disposal, that further demands would be made upon you for useful works? Yes, upon the same ratio that is going on.

579. Do you not think that greater facilities in procuring the money might be afforded to parties from these Parliamentary grants? I have already pointed out, in a previous answer, a few cases where I think the terms might be relaxed in making loans and particular grants that would no doubt be beneficial to the country, and open a door to further applications for loans and grants than have hitherto been made.

580. Looking at the general interests of the country, which are you inclined to prefer, a loan at a very moderate rate of interest, or a grant; looking at both the donor and receiver, is it not more for the interest of the country to lend it at the lowest possible rate of interest?—I think too many advantages cannot be given to the promotion of public works in Ireland generally, and I think that grants might be made for them in that country to a very great extent, for the *benefit of the empire in general*.

581. Specify the cases in which you think the terms should be relaxed on which the grants should be made? I have already answered that.

582. Are public bodies in their applications to you much embarrassed in the investigation and shewing their title? I believe there is a great difficulty experienced in cases of landed security.

583. That is as to individuals? Yes.

584. I am speaking as to public bodies only? I think since our last regulations the security has been cleared of a great deal of legal difficulty.

585. Are they not obliged to incur considerable expense in making out specifications and plans to be laid before you? Certainly, though not more than they ought. In general we find the plans deficient, the parties seldom go to a greater extent, or even so far in that respect as they ought to do.

586. Does any plan occur to you whereby the expense might be saved and better plans be given? On some occasions parties desirous of making applications have had communication with our Board before making those plans, and have requested our opinion upon the manner of making them and upon the engineer to be employed. Having given such opinion and feeling confidence in the persons we have recommended, there is usually then a considerable saving in the expense of further investigation.

587. With respect to loans to individuals for the purpose of draining and improving lands, you think the rate of interest should be reduced, and do you not think the time of repayment should also be enlarged? The provision for loans in such cases contemplates a security upon the land itself to be improved, and requires that the Board should be satisfied that that land will be improved to the value of at least 10 per cent. per annum, and it is upon this principle therefore that the period of repayment has been restricted to ten years; but altogether the security upon unimproved lands appears to be very inefficient without some collateral engagement.

644. Are you restricted from reissuing as the money comes in? The money must come in, and Exchequer bills to the same amount

must be paid off; the first Exchequer bills will be paid off in the month of June or July next to the amount of £9,000, and we can re-issue then to any amount within that sum that shall have been repaid; there is, however, a question in my mind as to which I am not satisfied, how the Act would operate; the clause stipulates that there shall never be more than £500,000 of Exchequer bills outstanding on account of these loans, and if these Exchequer bills are renewed, as the monied and mercantile men are anxious they should be, and as they are in England, instead of their being paid off, whether that would, under the terms of the Act, prevent the re-issue; such re-issue being in new bills would occasion more than £500,000 in the market at once.

Mercurii, 8^o die Aprilis, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel *John Fox Burgoyne* called in, and further examined.

800. With regard to the public bodies, what investigation of title do you require respecting them, or do you require any? Public bodies who have the power, generally give the tolls and profits of the undertaking as part of their security, and they also covenant to convey afterwards the property when acquired, as in the instance of the Dublin Railway Company; a mortgage was granted upon their profits, and there is a covenant in that mortgage that they will, when they acquire the ground, convey it to the Board as further security. When I came to examine into the title of the Company to this ground, I did not go over the same ground as the Company did, but I was directed by the Attorney-General to see that they had proceeded according to the Act of Parliament, and that the directions of a counsel of some standing at the bar had been attended to.

803. What has been the expense attendant on the security given by the Dublin and Kingstown Railroad Company?—One hundred and thirty or forty pounds, or thereabouts, as well as I recollect.

Veneris, 10^o die Aprilis, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Charles Wye Williams, Esquire, called in, and examined.

(Not important on general question.)

Lunæ, 13^o die Aprilis, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Charles Wye Williams, Esquire, called in, and further examined.

(Same remark as above.)

Mercurii, 15^o die Aprilis, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel John Fox Burgoyne called in, and further examined.

1038. Would not the object, in a great degree, be obtained by relaxing those impediments which affect private property, without having recourse to public loan? In time; for no doubt as Ireland improves her condition, and advances in prosperity, a great deal will be accomplished by the application of private funds to such purposes; but, if it be desirable to advance that country more rapidly, and as Scotland has been, partly by the liberal expenditure of public money on various improvements, such as the Highland roads and bridges, the Caledonian Canal, and other works, something like what I suggest must be done. Were liberal advances made for the improvement of agriculture in Ireland, and the reclamation of her extensive bogs, I think the general resources of the empire would be improved to an extent which I dare not attempt to limit by any speculation of mine.

1039. In your opinion would the country be more benefited and advanced by money to be laid out in the improvement of land than in the prosecution of public works? I know nothing that would improve the condition of Ireland so much, or render her population more happy, than the reclamation of her waste and bog lands; the immediate employment of her population, which would result from such an employment of capital, would necessarily diffuse throughout that country, first, an increase of comfort to the labouring classes, by producing continued employment at an advanced rate of wages, and next, such a feeling of gratitude and contentment as would produce internal peace and consequent prosperity among all ranks, creeds, and classes. I have no doubt that, even in a financial point of view, England would, *within five years, by lending the assistance of her public credit for a few millions to Ireland, be the greatest gainer; even the saving by the reduction of her military and police establishments, now employed to keep a half-starving and unemployed population in submission, would be sufficient, in a few years, to pay off all the moneys which would be required to effect the objects I contemplate.*

1041. When you propose to give precedence to security to be possessed by the Board of Public Works, are you of opinion that the proposed works should be conducted and the money lent and expended by the Board for the protection of creditors and the remainder-man? I should, as I before stated, place the expenditure under the strictest possible surveillance: I do not intend to suggest any improvements of a minor scale, and for mere individual interest, through the aid of public money. Such improvements on a minor scale, and not embraced as a part of a more extended system for a given district, may be accomplished through the alteration of the law which I have already suggested, and by private funds; but for such a district as that described by the map before me (the Cashen district, in the county of Kerry), where it is impossible to improve effectually except upon a large scale, I think that the entire work should be done under the superintendence of the Board of Public Works; that those persons who receive benefit, and who

were unable or unwilling to contribute towards its execution should be assessed, allowing the proprietors who paid the assessment voluntarily, or who may be forced to do so, to charge their estates in priority to creditors and others for the amount of the assessments made on their estates by the Board of Public Works, and in return the remainder-men and creditors would reap the extensive benefits which must flow to them from a general and substantial improvement, not only of the particular estate in which they were interested, but also of the district about it, *thus securing the greatest of all benefits to a creditor or inheritor, the improvement and consequent pacification of the district in which his property lies, and this cannot (at least in my opinion) be attained by any other means within a period (if ever) on which we can calculate.*

Veneris, 15^o die Maii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

James Loch, Esq., a Member of the Committee, further examined.

(Not bearing on general question.)

William O'Brien, Esq., a Member of the Committee, examined.
(Same remark.)

Colonel John Fox Burgoyne called in and further examined.

Lunæ, 18^o dei Maii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel John Fox Burgoyne called in and further examined.

1226. Of the £200,000 applied to Ireland, how much has been distributed, and how much remains at your disposal? One hundred and ninety-three thousand and fifty pounds has been granted, which leaves a balance undisposed of, of £6,950, for which there is an application from one individual, Mr. Crommelin, to improve the harbour at Port Crommelin.

(87)

1227. Will you state to whom advances have been made, and the amount advanced? This document contains the particulars:

[The following Document was handed in:]

To whom Granted.	Amount of Loan agreed to be advanced.	Amount advanced.	Date of Advance.	Principal repaid.	Interest paid.	—
	£	£		£ s. d.	£ s. d.	Interest paid to
Lord Bishop of Down and Connor	10,000	10,000	15 June, 1826	1298 15 0	3767 10 0	15 June 1834
Trustees of Cork and Ballyhooly Roads	12,000	12,000	20 Dec. 1827	600 0 0	480 0 0	— Dec. 1828
Commissioners of Court-town Harbour	6000	6000	13 Mar. 1828	nil. . .	nil. . .	.. ..
Ditto	8500	8500	24 Apr. 1834	1000 0 0	975 0 0	8 May, 1830
Trustees of Cork Markets	10,000	10,000	22 May 1828	8107 4 10	1028 10 2	1 May, 1835
General Overseers for building Court House at Tralee	9350	9350	16 Sept. 1830	1218 7 2	153 12 7	ditto.
Ditto, Sessions House at Killarney	1400	1400	" "	669 11 0	311 9 0	1 Aug. 1834
Ditto, Court House at Tullamore	9800	9800	19 Sept. 1833	600 0 0	585 0 0	4 Aug. 1834
Commissioners of Tralee Harbour	6000	6000	26 July, 1832	.. ..	.. ..	.. ..
Ulster Canal Company	120,000	20,000	22 Aug. 1833	.. ..	.. ..	.. ..
		20,000	— Apr. 1835			
Alotted by Parliament.	193,056	113,050		13,493 18 0	7301 1 9	
6 G. IV. c. 35, and 7 & 8 G. IV. c. 47	200,000	86,950				
Undisposed of	6950					

1228. What interest did the Ulster Canal pay? Three and a-quarter per cent. is charged. The money for the Ulster Canal was issued under an express Act of Parliament, leaving the Exchequer Loan Commissioners no discretionary power. There is to be no repayment till it be completed, and it is only from the prospective income of the undertaking that the interest and principal are to be paid.

Mercurii, 20^a die Maii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel Connolly, a Member of the Committee, examined.

1235. Would those advances be made without the least risk to Government? Certainly, and with great advantage to the pub-

lic, if the interest were only three per cent., because the profit arising out of the roads would be greater than the interest of the money. I consider that the value of all lands that have not been previously accessible, was doubled by the introduction of roads; there is a great road running across the county, which is nearly finished, where the effect has been produced, though the road is not quite complete. In a mountain townland of my own, through which there is a road made, we found it difficult to let it for twenty-one years at £5; the road has been since made at my expense, at 3s. a perch, and the half of the townland has been charged with the whole of the rent by my tenant; a piece has been let off to another man, and £40 has been given for the purchase of term; two good houses have been built by the new incomer; and at the end of the twenty-one years nearly the half of the townland will be in arable.

1239. Would it not be serviceable if power was given to Grand Juries to raise money for the purpose of building small harbours and quays along the shore? Throughout the various parts of the county Donegal it would be highly serviceable; upon the particular part of my coast I do not think it is called for, but on the lower estate, below Killybegs, it would be highly useful, the fishery there being of incalculable value. Some piers have been built upon Lord Conyngham's estate, and have been very useful. There have been no very great sea fisheries till 1830 for about thirty years; at that time they were obliged to spread the herrings on the land for manure, from the inability to convey them up the country. In 1833 they always got from 5s. to 7s. 6d. a thousand, an ample remunerative price to the seaman; and, generally speaking, the herrings were sold at double the cost paid for them from the shore, so that there was a double profit, and they were run forty miles into the country, and sold fit for use or salting.

1240. Is that by means of roads? By the improvement of roads and carts. I estimate the value of the last fishery at £50,000, and I found my estimate on the moneys paid to the different agents through the country, which I am satisfied could not otherwise have been discharged.

(89)

Veneris, 22^o die Maii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel John Fox Burgoyne handed in the following return:

RETURN

Of all Payments which have been made to the Solicitor of the Board of Works for Loans from the Board, as required by Order of the Select Committee respecting Public Works in Ireland, dated 8th April, 1835.

Years.	Names of Borrowers.	Amount borrowed.	Nature of Security.	Costs of Loan.
		£ s. d.		£ s. d.
1832.				
August 3	Richard Johnston . . .	1000 0 0	{ Mortgage and Bond col- lateral }	27 0 0
" 13	Ardglass Harbour Com- missioners }	6650 0 0	Mortgage of the Tolls, &c.	70 0 0
" 17	James O'Gorman . . .	200 0 0	Mortgage and Bond . .	14 10 0
" 17	The Limerick Navigation Company }	8900 0 0	{ Mortgages of Tolls and other Property . . }	56 10 0
Sept. 22	The Ballymrtagh Mine Company }	1000 0 0	Mortgage and Bond . .	58 18 0
Dec. 7	John Salmon	500 0 0	Mortgage and Bond . .	27 0 0
1833.				
Jan. 14	The Athlunkard Bridge Commissioners . . . }	9889 19 2	Mortgage of Tolls, &c. .	72 13 10½
Feb. 2	The Limerick Bridge Commissioners . . . }	23,000 0 0	Mortgage of Tolls, &c. .	136 17 4
Mar. 23	The Knight of Kerry . .	7000 0 0	{ Mortgage under a Power given by a Marriage Settlement . . . }	166 12 0
June 13	Galway Harbour Commis- sioners }	1700 0 0	{ Mortgage of Tolls, Ground, &c. . . . }	84 7 0
" 20	The Blessington Turnpike Trustees }	3500 0 0	Mortgage of Tolls, &c. .	67 6 2
July 18	Dublin and Kingstown Railway Company . . }	50,000 0 0	{ Mortgage of Profits; Ground, &c. . . . }	105 2 8
August 1	The Drogheda Harbour Commissioners . . . }	10,000 0 0	Mortgage of Tolls, &c. .	51 2 8
Sept. 10	Newry Navigation Com- pany }	12,000 0 0	Ditto	62 3 11
1834.				
Jan. 23	The Trustees of Lords Besborough and Dun- cannon }	2 00 0 0	Mortgage and Bond . .	123 12 4
" 31	Bruce Chapel	150 0 0	Bond	4 0 0
June 2	Second Loan to Dublin and Kingstown Rail- way Company . . . }	25,000 0 0	{ Mortgage of the Tolls of the undertaking, security for payment of calls towards liqui- dation of loan . . }	88 6 8
" 2	The Mullingar Turnpike Trustees }	3000 0 0	Mortgage	26 18 4
1835.				
April 9	The Commissioners of Wide Streets }	20,000 0 0	Mortgage of the Rates, &c.	35 1 1
" 9	Boyne Navigation . . .	1700 0 0	Mortgage of Rates, &c. .	13 11 0
				£ 1291 14 5½

1280. Have you any plan to state to the Committee for the improvement of the bogs and the waste lands in Ireland? I think that it ought to be done on a large scale or not at all, and I am afraid that such a measure as that cannot be effected without the assistance of Government. According to the Third Report of the Committee on Emigration, who made their Report in 1837, there were 4,900,000 acres uncultivated declared to be capable of improvement in the various counties, and they gave in their Report the amount of different quantities of land in each county, which is as follows:

Summary of the Waste Lands of Ireland.

Counties.	Cultivated.	Uncultivated, capable of Improvement.	Unprofitable.	Total.
	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>
Antrim	336,400	218,870	119,136	674,406
Armagh	166,000	92,430	51,233	309,663
Carlow	173,000	34,000	15,021	222,021
Cavan	265,400	160,500	61,720	487,620
Clare	579,000	104,400	88,044	771,444
Cork	1,118,000	361,000	150,056	1,699,056
Donegal	507,000	417,920	175,951	1,100,871
Down	349,000	126,170	89,481	564,651
Dublin	159,130	49,920	21,071	230,121
E. Meath	465,000	40,120	26,078	531,198
Fermanagh	254,000	120,500	84,689	459,189
Galway	829,200	532,040	242,479	1,603,719
Kerry	556,300	348,410	144,483	1,049,193
Kildare	259,990	87,670	35,875	383,535
Kilkenny	403,100	58,110	25,367	486,567
King's County	341,310	80,900	34,954	457,164
Leitrim	222,250	128,200	64,189	414,639
Limerick	460,000	114,110	52,425	626,535
Londonderry	279,400	172,070	80,214	531,684
Longford	121,000	41,460	53,963	217,323
Louth	157,000	12,000	10,415	179,415
Mayo	502,900	565,570	212,302	1,280,772
Monaghan	257,000	12,000	21,952	290,952
Queen's County	311,100	47,120	22,966	381,186
Rosecommon	348,190	122,460	91,113	561,573
Sligo	143,500	189,930	66,953	400,383
Tipperary	693,200	112,490	92,329	899,019
Tyrone	539,900	135,020	91,988	766,908
Waterford	348,500	44,2208	33,016	425,736
West Meath	287,330	51,200	36,581	375,111
Wexford	340,470	156,200	58,828	565,498
Wicklow	281,000	162,000	61,792	504,792
	12,125,280	4,900,000	2,416,664	19,441,944

1281. What is your plan for the improvement of these lauds upon the broad scale you alluded to? It is a proposal to raise a loan for colonizing and cultivating the waste lands of Ireland.

The export of agricultural produce from Ireland exceeds £8,000,000 sterling per annum; this must limit the amount of produce for home consumption below what is necessary for the fair subsistence of the population.

By four separate Reports of the Commissioners so appointed, it appears that there are 1,576,000 acres of flat bogs, and 1,254,000 acres of bogs that form the covering of mountains, being a total of 2,830,00 acres of bogs capable of improvement; and according to the quantity of waste stated by the Emigration Committee there are 2,070,000 acres of mountain, &c.

And no efforts have been made either by Government or the proprietors to derive any advantage from the possession of such immense tracts of rich but uncultivated soil.

England now pays to Holland, Belgium, and Holstein, £700,000 per annum for the single article of butter, the whole of which might and ought to be produced in Ireland.

Ireland is in a singular situation; her nobility and gentry have no ready money to aid in the colonization of the unreclaimed lands, and which are fettered by entails and settlements.

The principal cause of all the disturbances in Ireland is the difficulty of obtaining land whereon to employ their energies and support their families.

Thus here is rich land without occupation, a large diffused capital without employment, and a starving population in misery, for want of combining the best elements of a nation's wealth and prosperity by productive labour.

"It would promote the public tranquillity by a profitable employment of the population, and thereby securing the comforts of the labourers, and increasing consumption in the same ratio as it increases its production."

It is therefore proposed to obtain a loan of £5,000,000, on the Government giving security for 2 per cent. interest.

To be vested in six Commissioners, who shall be authorised to take leases for ninety-nine years of such proprietors of waste lands as may be willing to let the same at a fixed rent.

Tenants for life to be authorized to grant such leases on the rents being secured to the purposes of their several trusts.

The Government to be exonerated when the land pays £2 per cent.

After paying the expenses of management, all profits to be for the benefit of the loan contractors.

Two Commissioners to be appointed by Government,

Two by the Loan Contractors, and

Two by the landowners letting their lands to the Commissioners.

In a country situated like Ireland it appears to be impossible to effect any great measure but under the immediate protection of the Government.

“Even if the Government had the whole interest to pay (which is impossible), it would only be £100,000 per annum, and which would introduce into that country an additional floating capital of £5,000,000 sterling, and probably bring into activity another £1,000,000, now hoarded and useless for want of the means of employing it.”

The probable increase of revenue would not be less than £500,000 per annum, by the duties on all consumable articles.

Presuming an expenditure of £5 an acre, the proposed loan would bring 1,000,000 of acres into cultivation, which would give a produce of £4 an acre; that is, an increase of the national wealth of £4,000,000 per annum.

The Commissioners to be authorized to take more land with the proceeds of the sales, till all Ireland was brought into complete cultivation.

1283. Have you any reason to suppose that this is the case in other parts of Ireland? I am sure of it, for there were people who came sixty miles to make their offers for the land in question. I soon found a gentleman in the city of London to furnish all the money necessary; but when we went to the proprietor, he could not

give us a lease for longer than thirty-one years, and three lives concurrent; and that first induced me to think of a measure to get Parliamentary aid, and to throw the lands open.

1284. What lease did he require? He would not take less than sixty years, although thirty-one years and three lives is very little different. It is not an English custom; and English people will say, "Let me know what I am to have."

1287. Had the person, who was to make the lease, a power under a will or a marriage settlement? The estate was in settlement, and he was bound not to grant a lease for more than thirty-one years or three lives.

1290. Do you know of large quantities of bog being profitably reclaimed by persons of skill and capital in Ireland? I do not.

1309. Have you directed your attention to the making railways in Ireland? Yes; that was the first business that took me to Ireland.

1310. Where did you propose to make a railway? There was an Act of Parliament passed to make one from Waterford to Limerick.

1311. Has that been carried into effect? It has not.

1312. Is it for want of means? It is.

1313. In your opinion would it be a beneficial undertaking? I should think it would.

1314. How do you account for not carrying it into effect? The want of confidence in the public to subscribe to the undertaking.

1315. What would have been the result of the railway if it had been carried into effect? The railway for which the Act of Parliament was obtained was to go from Waterford to Limerick; but it was afterwards suggested that, if it went to the deep water below Carriek-on-Suir, it would be very sufficient; and it was also proposed not merely to go to Limerick, but to go above the falls of the Shannon, at Killaloe, which would open the course of the whole of the Upper Shannon from Lough Allen to Lough Derg, a distance of 147 miles.

1317. And thereby open the Shannon to the London market?

Yes, and open the Shannon to the London market by way of Bristol.

1318. How would this project of a railway to Killaloe operate upon the trade at Limerick? I think the trade of the Upper Shannon does not go to Limerick, but goes down the Grand Canal to Dublin, because no person would export agricultural produce from Limerick when they can get it from Waterford; it is a distance of 300 miles longer voyage.

1319. Was the line ever surveyed to Killaloe? No, it was surveyed to Limerick, and it would not be above fifteen or twenty miles more to survey.

1321. Do you know of your own knowledge that there is a sufficient level in that line? I do; from the town of Tipperary to Limerick there is a fall of 267 feet, and the rise of the Shannon between Limerick and Killaloe is ninety-seven feet; therefore it diminishes that fall, and you have at first to keep on higher ground to the amount of nearly 100 feet.

1322. Can you state what the estimated expense of the railway from Waterford to Limerick is? I have the estimate made by Mr. Stephenson, the engineer, who went over the whole line with me; we then contemplated going no further with it than Tipperary, because the merchants of Limerick did not think it would be very useful to them, and there were thirty-eight miles from Tipperary to Carrick, according to Mr. Stephenson's estimate, would cost £148,616; the distance from Tipperary to Limerick is, I believe, twenty-two miles, with a fall of 267 feet in it, according to Mr. Nimmo's survey.

1323. Is there any estimate of what the expense would be from Tipperary to Limerick? No separate estimate; it is estimated in some of the papers; the whole estimate was £324,000; it is stated as a conjunctive estimate. It would cost £350,000 to take it to Killaloe. I was going to observe that I had a large meeting in the town of Tipperary of the pig-jobbers there, to inquire what they could afford to give me to carry their pigs from thence to Clonmel to the bacon-yards: they offered $1\frac{1}{2}d.$ a mile for every pig, great and small. I told them, when they made that offer, that the largest pig that ever was

fed in Ireland I would carry for 1*d.* a mile, and the small store pigs for $\frac{1}{2}$ *d.* They told me it cost them 2 $\frac{1}{2}$ *d.* for every fat pig, when they took into consideration the time they were on the journey, and the loss of flesh and the death of the animals by fatigue; and Mr. Murphy, a large bacon merchant at Clonmel, told me that when the pigs arrived at his yard he would never kill them till they had undergone eight days' quarantine, to see whether inflammation was produced by their journey, "but if you will bring them by the railway I will kill them the next morning."

1324. Do you think that it would promote the reclaiming of waste lands if proprietors, circumstanced as the gentleman with whom you were anxious to deal, were empowered to charge the inheritance with a certain portion of the expense incurred in the reclamation of those waste lands? I should think there is no doubt it would, particularly if you allow the tenant who takes a long lease to charge a portion of his expenditure upon the freehold, which I believe in Scotland they do. It is very singular that in the Bog Report they seem to have entirely overlooked, that the Statute of 5 Geo. II., an Irish Statute, has given power to drain bogs and waste lands, and apportion the expense on the respective proprietors by a commission issuing out of the Court of Chancery and a jury to decide thereon, and with power also to settle the metes or boundaries of the bog of each proprietor, and where no ancient boundary can be ascertained, then to assign to each proprietor a quantity proportioned to his cultivated land; that is the Irish Statute of 5 Geo. II., and by 11 and 12 Geo. III., *there is a power for the tenant for life to grant leases of bog or waste lands for sixty-one years.*

1325. Did not the proprietor take advantage of that Statute? He did not know of that Statute till three months ago, and he could not have let the quantity, *because there is an absurd clause in that Act of Parliament that he shall not grant more than fifty acres to any one tenant.*

1326. Are you apprized that the first Statute has been found impracticable on account of the expense, it requiring the expense of an equity suit to carry it into effect? It is a very common practice in this country under the Sewer Laws of Henry VIII.

1328. If you had five millions to lay out, do you think that the bogs and waste lands are those lands upon which that sum could be most profitably expended? I do.

1329. Do you consider that the arable and pasture lands of Ireland are so maintained and improved that a very considerable expenditure might not be profitably laid out upon them? No doubt it might, but it is impossible to raise a large sum to be laid out in detail by the local tenantry, because you cannot lend the money to the different occupiers; and therefore, unless those to whom the money belongs have a control over the land for a given time, they will not advance the money.

1334. Can you expect that capitalists in London will lay out five millions in Ireland, if, as you now say, they can advantageously lay out five millions for the cultivation and improvement of land in England? Yes, for the best reason in the world, that they cannot get land here; there you might give them 50,000 acres in one mass upon which to advance the money; here you would find the quantity of acres in the hands of a thousand persons.

1335. Have you been in Ireland since the Trappists have got a tract of land from Sir Richard Musgrave? I have not since they completed their works, but the success of their undertaking on the barren mountains of the county of Waterford completely illustrates my proposal for cultivating the wastes of Ireland.

James Pim, Jun., Esq., called in and examined.

1341. Has the issue of Exchequer bills in 1832 and since, operated beneficially to the community? *The issue of Exchequer bills that has lately taken place has been of great convenience to the monied interest.*

1342. Was there any issue of Exchequer bills in Ireland before that? None properly so called, but a good many years ago we had the Irish Treasury bills, which were very nearly of the same character.

1343. When did they cease to be issued? Upwards of twenty years ago, I should think.

1344. Then from that period to 1831 you had neither Treasury bills nor Exchequer bills in Ireland? We had not.

1345. And was the want of such securities felt? Yes.

1346. What is the peculiar advantage of laying out money in Exchequer bills? It enables parties to deposit money for short periods at a low rate of interest without being liable to the considerable fluctuation which sometimes takes place in Government securities; for instance, trustees and other persons have often large sums of money to pay for the purchase of an estate, and not knowing when the title-deeds will be quite completed, the money can be safely invested in Exchequer bills; they might incur considerable responsibility if they invested the money in Government securities.

1354-5. Capital is not turned in that channel? Precisely so; I can illustrate it by another instance; we have a considerable amount of floating debt of debentures of the Grand Canal Company, upwards of £700,000, and a small portion of that debt, about £17,000, bears interest at the rate of $3\frac{1}{2}$ per cent.; and those debentures always sell at a much less proportionate price than the great mass of the debt, which bears interest at the rate of 4 per cent., from the difficulty of finding purchasers or sellers; in point of fact, from their so seldom coming into the market.

1380. In your opinion, independent of any benefit arising to Ireland by an additional sum of £500,000 being laid out in public works, would not great benefit arise to the money market in Ireland from the issue of Exchequer bills? We have not at present £50,000, or near it, in circulation.

1381. Supposing you had £500,000 in addition to what you have at present? I am satisfied, from my experience of the money market at Dublin, that if they were issued judiciously and by degrees, in the course of twelve months £500,000 additional of Exchequer bills would be taken into circulation with great advantage to the Irish capitalists.

1400. Upon that settlement the amount of the exports that go to countervail the Irish revenue payable in London and the Irish absentee rents, have no return to Ireland to the extent of the revenue

payable by Ireland to England, and the absentee rents payable by Ireland to England; the exports of Ireland have no return to Ireland? I think not.

1401. Suppose the exports of Ireland to be twenty millions, is not Ireland entitled to the credit of that twenty millions, in that view of it, as due to her by England? I conceive so.

1402. Now, taking the surplus of the revenue of Ireland over the expenses of the establishment there to be four millions, that four millions does not come back to Ireland, but remains in England to be paid by the exports; is not that so? I conceive so.

1403. Suppose the absentee rents to be six millions, payable in England, that six millions also remains in England, without giving back anything to Ireland, which are exports *pro tanto*; is not that your opinion? Yes.

1404. That being upon that supposition ten millions, the other ten millions you will account for in general terms by the six millions imports from England to Ireland, for which Ireland gets value in imports? Yes, imports of produce or merchandize.

1407. And the clear result of that would be, that on the 20 millions of Irish exports, Ireland gets back in equal value, in imports of one kind or another, 10 millions, and the other 10 millions would be expended in England altogether? Yes, provided the arbitrary sums you have supposed are correct.

1411. Then, according to your view, ten millions annually was lost to Ireland, in consequence of the transmission of revenue and absentee rents; therefore, instead of having an accumulation of four millions a year, you would have a deficiency of six millions? I do not agree with you; in one case we might have an increase of fourteen millions, and in the other we should have only four millions.

1417. Then if it is not possible, it is not fair to say that she does not gain as much as she otherwise would do, if she does not gain the full benefit? From the considerable amount of rent which has to be transmitted on account of absentees, and the large sum transmitted as surplus revenue, under these circumstances, I cannot conceive that our trade with England can be conducted otherwise than it is at present.

1423. What was the amount of money expended by you in making the road? Upwards of £200,000.

1424. Was not that expenditure of money most beneficial to the people in that part of the country? Yes, a very large proportion was expended in weekly wages to labourers; no doubt it was extremely beneficial to afford employment to a great number of persons.

1436. Suppose this system of improvement was to be extended to other portions of Ireland, would there be a similar increase under the circumstances in which this improvement took place? I am satisfied that if railways were judiciously laid out and constructed, they would be highly remunerative in Ireland, and they would in a great degree tend to create a traffic for themselves; I have no doubt upon that subject.

1459. Have you found the present returns on the railway have been sufficient to afford a fair interest upon the capital? The results have been highly satisfactory to the directors and the proprietors.

1460. What is the price of shares at present? Eighty-two pounds per share; £60 paid.

1461. You would not have been able to complete the work without a Government advance? We should not have contemplated it without the prospect of receiving assistance from Government; we have received a loan of £74,000 from the Board of Works.

1462. Have you found the terms upon which the loan is made as liberal as you could have expected? No; I think it has been an error in the Public Works Act that a fixed and unvarying rate of interest applies to all loans except those to Grand Juries. I think it would have been judicious had Government or Parliament thought proper to encourage parties who come forward with a very large contribution of their own to cooperate with Government in promoting Public Works, that the rate of interest to them should have been much lower than to others who do not come forward with any such concurrent advance.

1463. Ought Government to charge more interest than they pay themselves? Certainly not, in my opinion.

1464. Ought not Government to protect itself from any risk by charging a higher rate of interest? Where parties contribute from their own resources one-half the cost of such a work, and where they must forfeit the entire of the advance before Government can lose one farthing, I conceive that the Government runs very little risk indeed; and taking into consideration the direct advantages which Government receives by putting such a quantity of money into circulation in the increased consumption of exciseable commodities, and in various other ways, they would be no losers, and that, on the contrary, they would be considerable gainers if they lent the money on much more favourable terms.

Luncheon, 25th die Maii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

James Pim, Jun. Esquire, called in, and further examined.

1495. What works do you think will entitle the parties to call upon Government for assistance, either by way of loan or grant, or both? For the introduction and extension of canals and railways, or public works of that description, which tend to facilitate intercourse, and are so valuable in their ultimate results, I think, if Government were to grant one-third of the cost, lend one-third of the cost at whatever rate of interest they might be enabled to borrow, and leave private capitalists to furnish the remaining one-third, an impetus would be given to works of that kind in Ireland to a very great extent, and I have no doubt whatever a very large sum of private capital would be subscribed for the extension of canals, and the introduction of railways, upon these terms.

1496. If those undertakings are as profitable as you state, how does it happen that private individuals are not induced to come forward? The principal cause is want of confidence, arising in a very

great degree from the failure of the two great cauals, and the disastrous results of the St. Patriek's Assurance Company. I believe nothing would tend so much to restore confidence, and thereby tend to the promotion of desirable public works in Ireland, as some Irish undertaking being successful; and in that point of view, I consider the success of our little experiment of the Dublin and Kingstown Railway of very great importance.

1499. There was first a personal confidence, which afforded you facilities for it? Yes, there was some personal confidence in the first instance, and that has probably been increased by the result.

1500. Do you mean to say that you got any additional subscriptions after Government gave the loan? We did, and if it had not been that the parties were aware that Government was assisting us both by pecuniary aid and personal superintendence, a large proportion of the sum would not have been subscribed.

1501. Do you mean to say that the subscription list which you produced on the passing of the Act to the House of Commons, was not filled up till after the passing of that Act and you got the sum from Government? The subscription list was filled up in the first instance only to the extent required by the Standing Orders of the House of Commons, which was about £75,000. After the Commissioners of Public Works had agreed to make the loan to us, we raised the remainder of the capital principally in England, for there was very little additional subscription in Ireland.

“That in connexion with the proposed undertaking, and with the various railways completed or now in progress of construction through the different parts of England, it is conceived that Valentia Harbour, which is the most westerly, and considered by some of the first nautical authorities one of the safest and most accessible ports in Europe, is capable of being rendered the great packet station of the United Kingdom, through which the intercourse between the British Islands and the New World, as well as the South of Europe and the Mediterranean Sea, might be carried on, exempt from the delays and dangers of a channel navigation, and with a degree of certainty, safety, and expedition wholly unattainable by any other means; the communication between London and New York for example, which now usually occupies upwards of a month, might, it is conceived, be effected by the establishment of railways and steam vessels in little more than one-third of that period.

"That as the success of such an undertaking would be productive of incalculable advantages of the leading interests of the empire, while private capital would obviously be unequal to its execution, it can scarcely be doubted that if upon due investigation its practicability be ascertained, and its tendencies approved of, the encouragement of Government and the aid of Parliament, cooperating with individual capital and enterprise, will be liberally afforded in carrying this great national project into practical effect."

William Cubitt, Esquire, called in, and examined.

1612. Could the different companies interested in Ireland in railways, could they not contrive to unite in carrying on the railways in common with Government? There might be different projects for the West of Ireland, and companies formed, and it would be competent for all those persons to promote the scheme they have for the general benefit.

1616. And would tend to the increase of the consumption of exciseable and duty-paid articles? Undoubtedly.

1617. And would it not raise the price of labour in Ireland? Certainly.

Charles Vignoles, Esq. called in, and examined.

"The Valentia Railway would cheaply and readily transport the produce of those to markets, and to the exporting vessels, and being intimately connected with the ports of Waterford and Kingstown, save all false expense of intermediate cartage, agencies, &c., only one moving of the load occurring between the farm and the ship.

"Should it be considered by the Government expedient, as can scarcely be doubted, that such a public work should be commenced forthwith, and should any fiscal difficulties arise, the creation of Government debentures on which the Government would be responsible for the payment of dividends, forms a ready, available, and marketable security; and the increased consumption of exciseable articles, in the distant parts of the country, will doubtless, as proved from all former works, add a larger sum to the public purse than would be necessary, not to advance, but simply to guarantee.

"With such prospects and such probabilities, can there exist a doubt of obtaining ample and immediate encouragement from the Government? or can it be doubted that when the gentlemen now forming a Committee to promote this railway shall

have applied themselves to the prosecution of the requisite inquiries on which to ground a future detailed report, but that they will be able to bring forward an irresistible case for the largest amount of co-operation of legislative aid with private capital?

"CHARLES VIGNOLES,
"Civil Engineer.

"4, Trafalgar-square, London, May, 1835."

1646. Do you think the principle of Government giving large sums, without having any control, is a judicious principle in carrying into effect public works? I think the Government should be made participators in all great public works; the Committee are probably aware that France and some other continental states are about to do this; France has introduced a law, authorizing the Government to become proprietors and shareholders in the new railways projected in France, the surveys, levels and estimates whereof have already been made by the Government engineers, and the expenses incidental to which were specially provided for by a vote from the French legislature.

1647. The public works in France are conducted, principally, by a general board at present? Exclusively so, and their present system is not a good one; at all times the Government insists on having the entire control and management of public works, which has hitherto greatly impeded the undertakings of private individuals.

1651. Are you acquainted with the state of harbours on the coast between Valentia and Galway, and if so, inform the Committee whether there are any safety harbours in that direction, and whether you consider such harbours important, in reference to the proposed railroad between Dublin and Valentia? I am not acquainted with any harbours on the western coast of Ireland, from personal inspection; I can only answer from careful inspection of the coast maps. There cannot be any doubt that Valentia Harbour is the most superior of any on the western coast of Ireland for accommodation, shelter, and facility of access and departure. If the wind is blowing direct west at one or other of the entrances, a vessel will be able to fetch out either on the north or south tack.

Mercurii, 27^o die Maii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Mr. *William Stanley*, called in, and examined.

1699. Can you state what is the food of the peasantry of Ireland in those western districts? Principally potatoes; persons there who own considerable tracts of land, and diet their labourers, give them nothing but potatoes; they give the potatoes three times a day. Peasants who provide their own diet, or hire potato ground for their own use, are frequently unable to have potatoes three times a day.

George Poulett Scropè, Esq., a Member of the Committee, examined.

Veneris, 29^o die Maii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Thomas Charles Harrison, Esquire, called in, and examined.

The Knight of *Kerry* called, and examined.

Lunæ, 1^o die Junii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Henry Berens, Esquire, called in, and examined.

Colonel *John Fox Burgoyne*, called in, and further examined.

1885. Are you of opinion that the proposed extension of the Kingstown railway will be of great advantage to the public, and extremely useful for commercial purposes? I think the extension, as far as at present contemplated, would be of very great advantage to the public generally, particularly to the commercial interest and for passengers by the mails; but I am in hopes that it will ultimately be carried still further, and that it will get to the granite field near Dalkey, and be the means of establishing a traffic in the export of that material, which does not at present exist, and which can hardly be created without such further extension of the railway.

1886. Will it facilitate the commercial intercourse between Kingstown Harbour and the Grand Canal? No doubt; it will establish an intercourse which is not to be effected otherwise.

1887. You have heard the suggestions which were made to this Committee by Mr. Pim, namely, that in undertakings of acknowledged utility, such as the extension of canals and railways, where the parties subscribe from their own funds one-third of the cost, that your Board should be authorized to grant one-third and lend one-third; be so good as to state your opinion as to that proposition to the Committee? I should say, that assuming the propriety of public contributions towards works in Ireland to be acknowledged, that it could not be better managed than in conjunction with advances from public bodies and private individuals, inasmuch as you will then have an increased capital expended on these very useful undertakings.

1888. Do you consider it proper that the public should be called upon to grant money for the exclusive benefit of individuals, while the return goes immediately to individuals? I think the profit to individuals of such sums as we should expend for the promotion of public works would be very small in proportion to the benefit derived by the community in general, by the increased employment which it would give to the labouring classes, an object so much wanted; and where, without such assistance, no capitalist will come

forward for the execution of the work, I think Government might reasonably aid them. This is not a wholesome state of things, but it is a matter of expediency arising from the peculiar state of Ireland.

1889. Do you think it necessary, in the case of such advances by Government by way of grant, to put a maximum upon the dividends received by the company? I think it would be reasonable to stipulate for a maximum, allowing it to afford such a fair anticipation of good profit as would induce capitalists to risk their money, such as 10 per cent.

1890. You would then leave a power to the company to relieve themselves of this limit, by repaying the sum granted, in case their profits should allow them to do so? I would certainly; I would give every encouragement to the advancement of private capital upon public works in Ireland.

1891. Would there be any objection whatever that Government should advance one-third in case the parties did not stipulate for a benefit? On the contrary, I think it would be a very desirable expenditure, perhaps more so than any other, to aid parties who subscribe without expecting any direct benefit from the works.

1908. How do you account for the difference of the higher rate of interest in England? Because I am of opinion Englishmen are afraid of lending their money in Ireland, in consequence of the occasional disturbances, and those disturbances being very much exaggerated in the public newspapers.

1909. What has been the cause of those disturbances? I am satisfied they all proceed from want of employment for the labouring population.

1910. Do you believe, if the peasantry had sufficient employment, that there would be any disturbance or agitation whatever? I think in every district where there is sufficient employment for the peasantry there is peace and tranquillity.

1911. How do you propose to employ the people? I think it may be done in a variety of ways; I consider Government should set the example, by forming roads through districts at present unculti-

vated, thereby enabling the farmers to bring their produce to market. I particularly allude to Mayo and Kerry.

1991. If the land was in a state of reclamation it would give employment and subsistence to many thousands more than at present inhabit it? It would, and relieve hundreds of distressed families who went into that country from different parts of Ireland in expectation of being employed on the public works, and who are at this moment in a state of starvation in consequence of the failure of the potato crop last season.

1993. You spoke of the Counemara district; I understood you to state, that the proprietors have so mortgaged or encumbered the ground with debt that they could not raise £20,000 easily? I did not say the proprietors had so encumbered the land; they could not; but it would be unreasonable to require them to lay out so large a sum on public roads where they would not be exclusively benefited by them.

2001. In what way do you think the fisheries on that coast would be fostered and increased by an Act of the Legislature? I cannot well say, but I think they never will be properly attended to but by a company; the establishment of a company is the only way it can ever be done; the coast is so wild, and the fishing banks are so far to sea, that it requires vessels of a good size to fish upon it.

2003. Do you find that English capitalists are informed of what great resources at present exist in the way of fisheries, from which as yet the public has derived little benefit? There have not been lately any exertions made to acquaint them of it, but some years ago a company was spoken of, and I understood at that time a number of persons were ready to take shares in it.

2004. Would you think it desirable that a commission should be appointed for the purpose of inquiring into the whole establishment of the fisheries and the fishery law? I do indeed; I do not know any thing of more consequence to Ireland than the encouragement of the fisheries on the coast; from my own knowledge of the fishing bank off the western coast of Galway, I can confidently state, that capital could not be more advantageously employed, and the result

of a commission would be to satisfy the Government and public of that fact.

2006. What sort of boats are they? The boats for the herring fishery are not above 15 or 16 feet keel, and there are a very few small sailing boats of about four or five tons.

2007. Do they cure any fish for export? They do, a quantity of herrings.

2008. For fresh fish, is not Galway the only market? Galway, Clifden, and West Port.

2009. Is there not a fishing bank not far from the coast of Connemara? There are considerable fishing banks about ten leagues to the west of Sline Head and Achil Head.

2010. Are the fishermen with their boats able to reach that bank? Very seldom.

2011. Has any capital been subscribed for forming an establishment for carrying on the fishery along the coast? No.

2012. To what circumstance do you attribute the capital not having taken that direction? The country and the capabilities have been heretofore unknown; except that, I do not know any other.

2026. Would it be of great advantage to Connemara that a company possessing capital should purchase considerable tracts of land? It would be of great advantage to the country in general, and every proprietor in it, that money should be expended in improving any part of it.

Mr. *William Cubitt*, called in, and further examined.

2067. Have you any suggestions to make to the Committee respecting the manner in which money might be advanced, partly by way of loan and partly by way of grant or loan, not bearing interest by Government, for the purpose of making roads and canals in Ireland? Yes, I have. I understood that there was a disinclination to grants being altogether given where private individuals were reaping a benefit exclusively to themselves from the advance of this very grant after the loan had been paid off. My idea goes to this,

that if the Government advance money to assist individuals in carrying on a great work which may be of public advantage as well as of individual interest, that such interest should be confined within certain limits till the whole of the money advanced by Government had been paid off. For instance, if Government advanced one-third of the capital as a loan to be repaid with interest, and one-third as a loan to be repaid at some future time not carrying interest, and the body of proprietors advancing the other one-third to aid the thing, and for their own advantage afterwards, it would be but perfectly fair that the payment of 5 per cent. should be made to Government for the amount of the first one third, two per cent. of which should be a sinking fund till that one-third was paid off; the surplus of the 5 per cent. during the time, if any, to go to the proprietors as a company after the first loan has been paid off; then all the surplus above the 5 per cent. should revert to Government till the amount of the second loan was paid, and then the company should hold the whole in perpetuity for their own benefit.



Veneris, 5^o die Junii; 1835.



ANDREW H. LYNCH, ESQUIRE, IN THE CHAIR.



Matthew Barrington, Esquire, called in, and examined.

2070. Have you been able to trace in any degree the causes of the disturbances in those parts of the country with which you are acquainted, and in which your business lies? Yes; I kept for several years an account of the cause and origin of each outrage on the Munster circuit; but it would be a long detail were I to give them to the Committee. Several of the causes are detailed in my evidence (to which I beg to refer) before Mr. Spring Rice's Committee in 1830, on the condition of the Irish poor, and before Sir Henry Parnell's Committee in 1832, on the state of the Queen's County.

Mr. *Alexander Nimmo* called in, and examined.

Lunæ, 8^o die Junii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel *Henry Thomas* called in, and examined.

Mercurii, 10^o die Junii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Mr. *Charles Tarrant*, Civil Engineer, called in, and examined.

(Not relative to the subject).

Captain *George Harris* called in, and examined.

(Same remark).

Veneris, 12^o die Junii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Colonel *John Fox Burgoyne* called in, and further examined.

William Bald, Esq., called in, and examined.

2540. You are aware the reports, as they stand, would be enormously expensive, on account of the maps? I am not aware that so great a country as Britain, possessing such enormous means, having 4,500,000 acres lying uncultivated and unimproved, a receptacle at present for miasmatic infection, producing typhus fever through

the land; I say no expense should deter the Government of such a country as England from having those maps and reports, not only printed and neatly engraved, but the survey of the bog lands of Ireland ought to be entirely finished; some districts remaining still unsurveyed and levelled, or reported on.

2546. Have you formed any definite ideas of what the measure ought to be? As there are 4,500,000 acres of waste land in Ireland, bog land, I am of opinion—

2547. Which are capable of being reclaimed? Yes; I have found by my barometrical measurement, corn and potatoes growing luxuriantly at heights of seven and eight hundred feet above the sea. I am of opinion that it ought to be a measure undertaken by the Government of the country, or at least under its authority, because those waste lands are injurious to the health of the inhabitants; besides, those lands would produce an immense quantity of articles which are now imported from foreign countries. Perhaps the want of capital in that country might also be added as a reason why the Government should give some security to companies, either in Ireland or Britain, connected with some definite plan for their improvement. There are near a million of men in Ireland that could, during many months of the year, be employed in a most useful and profitable manner, and men's hands are capital, and when men are idle, it is a loss to the State, for they must be fed; it is therefore lamentable to see not only those 4,500,000 acres lying in a state of nature, but to see so many men unemployed; the quays of Dublin are crowded with men, passing to England searching for employment. There is another circumstance I beg leave to mention, connected with the bog lands of Ireland, that in draining them, more fuel would be procured. A moss or bog is like a coal field; it is even better, for when a coal field has been exhausted, it can never be reproduced; but a bog can, for all the bogs of Ireland have been formed from the obstruction given to the free passage of water; also climate and the irregularity of surface may be added, for we find the greatest quantity of bog land occupying the northern countries of Europe, bordering the Baltic Sea to the south and north, within certain

latitudes, because they are not to be found in southern Europe, where the climate is dry. If the bogs of Ireland were drained, as I have before mentioned, fuel could be had in abundance, and the capital (Dublin) might perhaps be supplied with 600,000 tons of peat fuel, instead of importing from three to four hundred thousand tons of coals from England. I should like to see a great part of Dublin supplied with fuel from the interior bogs.

2548. Why is it that Dublin market is not at present supplied with turf from the interior? The bog of Allen approaches to within about twenty miles of the capital, or twenty-two miles of the capital, the eastern edge of it.

Luncæ, 15^o die Junii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Mr. Richard Griffith called in, and examined.

2599. Can you state to the Committee the situation of those counties, before making the roads, and state what they are now in their present situation? In three Reports prepared by me, and which have been laid before Parliament, I have fully described the state of the mountain, as it was when I commenced the roads; it was for the most part uncultivated and in a state of nature; and the inhabitants presented an appearance of misery and destitution almost unparalleled; at present the inhabitants are comfortably housed, comfortably clothed, and the country presents a scene of activity and industry which is truly pleasing.

2604. At whose expense would you propose those roads to be made? I think that all leading lines of road should be made at the expense of Government; but the smaller ones partly at the expense of the proprietors, partly at the expense of the county, and partly at the expense of the Government.

2617. Would you extend this power to the building of quays

and harbours on the sea coast, and upon the banks and lines of the rivers and lakes? Not on the sea coast, unless under peculiar circumstances, because I think small piers in such situations are rarely valuable, and are often carried away; but the power might be applied advantageously to inland rivers and lakes.

2620. Do not you think it desirable to construct small piers on the sea coast? I think it would be desirable to construct them where they would withstand the waves; but we have had melancholy examples of small piers erected at the Government expense which have been almost all carried away, which shews the impropriety of building *very small piers*.

2622. If the sum was doubled, what would you say then? That would depend upon the circumstances; if you are to make a pier in deep water, you can rarely do any thing of value under £2000.

2623. Do you not think it would be desirable, in cases of those piers, the county should contribute one-half the expense, and the Board of Works the other, when the pier was much wanted? If a great public advantage was to be derived, I think the county should pay half; but I would not tax the county at large, if it were only for a local purpose.

2626. Would not a great benefit arise also to the country by the extension of canals? Undoubtedly.

2627. Has it occurred to you where such extension or such construction would be most beneficial; in what part of Ireland? I have not given the subject as much consideration as roads, but I think it would be beneficial to make a number of branch canals from the main trunks already completed. Those already made pass for their greatest extent through bog lands, which produce no traffic, except turf; and in consequence the Grand Canal derives little advantage from the transport of corn till it reaches Tullamore, forty miles distant from Dublin on one branch, and Athy on the other, where it joins the River Barrow, which flows through a fertile valley.

2628. Has not one of the consequences of the canals being made, been the cultivation of the adjoining bog lands? Wonderfully little, I think.

2636. The main line is comparatively useless without feeders ?
Exactly so.

2641. As between the two lines of railway, with a view to post-office communication and passage communication with America ; namely, the one between Valentia and Dublin, and the one between Blacksod Harbour and Dublin, which do you consider the most eligible ? I have no hesitation in preferring the south-western one, that to Valentia.

2642. What do you think of the medium course, to take Galway ? I do not think the harbour of Galway is so well situated for the American trade as Valentia ; it is farther north, and there is more difficulty in getting out. The harbour of Valentia has two entrances, one to the north, and another to the south, which is a great advantage.

2643. Would not all the difficulty be removed of getting out by having a steam-vessel in the harbour ? I think not, with a south-western wind, which prevails for at least nine months in the year, it would be difficult to clear the land without first sailing considerably to the northward out of the course.

2644. Do you consider, with reference to the general interests of the empire, that the establishment of a railway between Valentia and either Waterford or Dublin would be an object of national importance ? I do.

2645. Do you consider it would be justifiable for the Government to become shareholders with a portion of the national funds in such an undertaking ? I think it is a national work, to which the Government should contribute largely.

2646. Taking their share of the profit and loss ? Certainly.

2647. Taking it as a national object, is it not more an American national object than a British national object ? America certainly would be equally benefited, no doubt ; and very likely the American citizens might contribute.

2648. They would contribute as passengers ? And they might also become shareholders in it as a speculation.

2649. You have directed your attention to the reclamation of waste lands in Ireland ? I have.

2650. You have yourself tried experiments in the way of reclaiming and improving land? I have, but rather on a small scale.

2651. What has been the success attendant on those experiments? The experiments have been tried on the Crown estate at Pubble O'Keefe, in the county of Cork, and hitherto the success attendant upon them has been very considerable, fully as great as I had anticipated; but the extent actually reclaimed does not exceed twenty acres.

2652. But the whole property is in progress of improvement, is it not? No, only a small portion at the present time; my duty was to make the new roads, and the bog improvements were undertaken with a view to render the place suitable for the erection of a small village, which has since been built, and the greater part of the bog has been reclaimed, and is now under crop. I should think that the progress of the land improvements has been retarded from a want of labourers; my chief object was the roads, and hitherto nearly all the people were employed on them.

2653. Are the roads completed now? They are nearly completed, and at this moment we have about 120 people employed on the Crown lands.

2654. Of how many acres do they consist? I think there are about 5000 English acres.

2655. And have you constructed roads sufficiently through the interior of those 5000 acres? No, only one main line of road, which leads from Tralee to Cork.

2658. Therefore, with respect to that part of Ireland, is it not an object for the outlay of public money, the occupation of the unemployed hands? I have made roads, and employed the people during the last twelve years, in the counties of Cork, Limerick, Kerry and Tipperary, and I found that, generally speaking, I could not procure any number of labourers for more on an average than four months in the year.

2673. Would you think it desirable, with respect to Pubble O'Keefe, that the tenements at present held by the farmers should hereafter be sold to such of them as were able by their frugality to

lay up the purchase-money, either to be sold in fee or subject to a rent for ever? I think it would be a very great excitement to their industry, and therefore a valuable arrangement.

2674. What description of farms would you consider most advantageous for the country to be sold? The extent of the farms must be proportioned to the quality of the ground; if the ground be valuable, farms of about 40 acres would answer, but if they be mountainous, I would make each from 100 to 300 acres in extent, according to quality.

2675. Such a measure would have the effect of creating a yeomanry in a district in which such characters scarcely exist at present? None such exist at present.

2676. Generally speaking, there is scarcely such a thing as a proprietor in fee, among the poor or middling classes, in that part of Ireland? I am not aware of any instance of a man having an estate of forty acres, or any thing so small, who lives solely by the cultivation of his estate.

2712. Do you not consider that a bog when properly reclaimed is capable of yielding any crop whatever? It will not yield white crops as well as stronger lands; it has a tendency to grow long straw, and does not yield so much meal; it will grow oats and rye better than any other white crops; but well-reclaimed bog produces better green crops than any other kind of land.

2713. Cabbages, carrots, and mangel wurzel, and all sorts of green crops? Yes, every kind of green crop; but those specified require to be well manured.

2714. In your opinion, would money laid out in the better cultivation of lands already cultivated, give a more profitable return than in the reclaiming these waste or bog lands of Ireland? I think the improvement of the land already in cultivation would be more advantageous and more profitable.

2743. Are you acquainted with the district of Connemara? I am.

2744. Are there not there more than 200,000 acres of land, which are capable of being reclaimed, and of yielding probably from 7s. to 10s.

an acre more than they do at present? Perhaps there might be half that extent; the high mountains could not be reclaimed.

2745. What do you think the average rental would be which that 100,000 acres is capable of producing, if properly reclaimed? That would depend entirely on the expenditure laid out on it.

2758. Do you think it would materially tend to the improvement of lands in Ireland, if tenants for life were allowed to borrow a certain sum of money to be expended in improvements, and charge it on the estates, under a similar control as in Scotland? Most decidedly; I think it most important, and many obvious improvements cannot be undertaken from want of such a power.

2759. Can you state to the Committee the precautions with which you would accompany such a power? I would limit the expenditure to one-tenth of the value of the estate, or it might be limited to two and a-half years' rent; I think a person wishing to improve his estate should apply to a Master in Chancery, or some legal authority; that the application should be accompanied by a plan in detail of what was proposed to be effected, together with an estimate of the expense. This plan and estimate should be submitted to the Board of Public Works, or some other Board capable of judging of them, and on their favourable report to the Master in Chancery, the landed proprietor might commence the work. Subsequently, on the completion of the work, if it appeared upon examination and valuation that the improvement paid 10 per cent. on the capital expended, I would allow that proprietor to begin *de novo* on a similar improvement.

2760. Are you aware that Mr. Wyse brought in a bill having precisely that very project in view? I confess I never heard of it.

2761. On what ground do you prefer two and a-half years' rental to four years' rental? Because I do not wish to involve the estate in a chance of an unsuccessful project.

2762. The inheritance? Yes; but if the two-and-a-half years' rental was expended beneficially, so as to return to the property about ten per cent., I would then allow a second experiment of the same kind, and so on *ad infinitum*; I would have no check, provided each successive improvement returned ten per cent.

2763. Do you think any inconvenience might arise from submitting to the Master in Chancery the check which you have proposed; do you think it would produce litigation or any other inconvenience? I should think not.

2764. Do you think the check which you propose on the part of the Board of Public Works would be sufficient in the first instance; would it be a sufficient check? I would limit by Act of Parliament the species of work to be effected; it should consist entirely of agricultural improvements, in the nature of drainage, embankment, or cultivation of land hitherto uncultivated, to the total exclusion of all buildings; and I think, under these circumstances, there would not be much danger of failure; even if it did not succeed altogether, it must succeed in part.

2765. Would the interference of the Board of Works, or the engineer to the Board of Works, be attended with expense to the proprietors? As the object of the legislature is to encourage improvements in every way, it should be done with as little cost to the proprietor as possible. I think the salary of the engineer should be paid by Government; he should only charge his travelling expenses to the proprietor.

2766. You would require, whenever a proprietor was anxious to make certain improvements on his estate, that he should have the power of calling on the engineer of the Government to make a survey and inspection free of cost to himself? I think where he can make a *prima facie* case to the Board of Works, and it is approved by a Master in Chancery or some other legal authority, then the Board of Works should send down an engineer to survey the proposed improvements.

2767. And then he might lodge a deposit which would be equal to the expenses? Yes, equal to the travelling expenses of the engineer.

2768. You have stated you would not include any buildings in the expense of the improvement of estates; on what ground do you make that observation; do you not think buildings are equally

improvements with drainage? I do; but they are perishable, and I do not wish to saddle the estate with them.

2769. Would you not give a similar power to lessees having an interest for three lives or thirty-one years? I would.

2770. Under the same protection? Yes; but I would limit the payment for the improvements to two-thirds of the increased value of the land at the termination of the lease.

2771. Would you not give power to tenants for life under those circumstances to borrow money from the Board of Works for this purpose? I would, to the extent already recommended.

2772. Does not difficulty frequently occur in respect of incumbrances upon the estate? Yes, certainly.

2773. Would you give a priority over all incumbrancers to the experimenter for a profitable outlay of money in the manner you have stated? With the permission of persons who have lent money, but not otherwise, or with the consent of the majority of incumbrancers, I would.

2774. Are you aware, under the present Act, if only one-fifth of the incumbrancers agree that the security given to the Board will have priority, would you now limit it to one-half? I was not aware of the enactment; but on consideration, I think if the work be of great value to the estate, provided it did not exceed two years' income, exclusive of taxes, I would give precedence to the loan from the Commissioners; if a greater latitude were permitted, proprietors might find it difficult to raise money on their estates.

2775. Would there be any objection to give a priority to the sum borrowed for the purpose of reclaiming and draining land over a particular portion of the estate to be reclaimed, leaving the priorities of the other securities over the remainder of the estate? I think under these circumstances it might safely be allowed, and I think there could be no objection on the part of the persons lending money.

Mercurii, 17^a die Junii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

BOGS.

Mr. Richard Griffith called in, and examined.

2786. Would you recommend the powers given by that Act (Mr. O'Ferrall's act as to drainage), to undertakers, or individuals, or grand juries, to be given to the Commissioners of the Board of Works, upon the application of a moiety of the landed proprietors interested in the reclamation of bogs? I think the Board of Works should have the guidance of such works; and, in fact, I think that all works for which money may be granted or advanced on loan through that Board, should be conducted under its direction or control.

2826. But if, in addition to the repair of the roads, other public works were undertaken, in the nature of bog drainage, new roads, embankations of land upon the river, and other works that you have recommended, would there be full and profitable employment for the entire of the able-bodied population of Ireland? Undoubtedly; and for that reason I would recommend the utmost exertion to be used in draining and improvement of all kinds, not only through the contributions of individuals, but by public aid, in the manner I have already described.

2829. Would not the effect of bringing the bogs of Ireland into cultivation and also those lands upon the sides of rivers, would it not have the effect of raising the price of wages in that country? If there was a greater demand for labourers than the neighbourhood could supply, of course it would.

2830. Would not the effect of that be, that England would not be inundated, as it is annually, by labourers from Ireland? Decidedly; in all parts of the country through which I have made roads, I have stopped nearly the whole of the labourers that were going to England, and employed them: at this moment I have

about 1000 men employed, one half of whom would have gone to England to seek work, had I not offered them work.

2831. Is not, therefore, this country very much interested in affording employment to the poor of Ireland at home? There can be no doubt of it.

2832. Would it not also have the effect of tranquillizing the country, and causing the administration of justice to be properly executed and respected? That question has been put to me in various ways at different times by Government; and in three successive Reports which have been laid before Parliament, I have stated that, in the mountain districts of Kerry, Cork, Limerick, and Tipperary, where I have made 240 miles of road, when I commenced the works, they were the receptacles for robbers and outlaws, who could not be arrested, and that the people were idle and extremely poor; but that since the completion of the roads, the whole of the population has become industrious, and corn and agricultural produce of all kinds is now grown where formerly gronse were the most valued produce.

2833. If dispossessed tenants had a resource in constant employment, would they commit the outrages they are now guilty of? I am certain they would not.

2834. Are you not aware that a great number of the agrarian outrages in the county of Clare arose from the difficulty which the poorer classes felt in procuring land for the purpose of sowing their potatoes?—I do not know the fact myself, but I have heard it attributed solely to that cause.

2835. In your opinion is Ireland over-populated, as far as its extent and resources? I think not.

2836. You do not see any necessity for emigration in respect of Ireland? I think if a judicious system of improving the land was adopted, that there would be sufficient employment for all the people of the country.

2840. Then, in your opinion, there is ample scope for the employment of all able-bodied men of Ireland at home? I think there is.

2841. And, in your opinion, they may be employed by a judicious system of public works? Certainly.

2842. And in the cultivation of land? Yes; the cultivation of land is the most important.

2843. Are the lands at present in cultivation properly cultivated? They are not; very far from it.

2844. If they were, would there not be provided a much more ample scope for the employment of the poor? Certainly; I conceive that one hundred acres of arable land, if properly cultivated, would give employment to *ten families*, and at present *farmers* rarely employ more than four, and sometimes in the proportion of only three families to that extent of land.

2845. Then, combining a proper cultivation of land with the improvement of the bog and other waste lands of Ireland, and also by employing the destitute in the manner in which you have stated, in the repair of the roads, you think the poor of Ireland would be sufficiently employed? I think they would; but, then, it is to be observed, the people of Ireland are rapidly increasing in numbers, and what may be sufficient at present may not beat a future period.

2848. Would not the increased demand of labour, and thereby the increased price of wages, have the effect of inducing the people to look after more comforts than they have? I should think so; and I am of opinion that the people are now looking after greater comforts than formerly; they are better housed, better fed, and better clad than they were ten years ago.

2859. Are you sufficiently acquainted with the country and its neighbourhood, to say what are the facilities for the construction of a railroad from that harbour to a central district of the south of Ireland? Near to Valentia considerable difficulty would arise, in consequence of the nature of the country, but that only applies to the last twenty miles; to the eastward of that point no particular difficulty would arise.

2860. Do you consider that the formation of a railway from the most eligible eastern port, to the most eligible western port of Ireland, for the purpose of a communication between this country and America, would be of great utility to the British nation in general? That is a commercial question, and perhaps political one,

which I have not sufficiently considered; but I think it would be of very great advantage to Ireland.

2861. Do you consider that the return of such a work, taking Ireland alone into consideration, would be such as to authorize the outlay that it is estimated would be required for such a work? If Ireland was to be the sole object, I think a railroad to Valentia would not answer; but a railroad from Dublin or Waterford to Cashel, which would pass through the best part of Ireland, would probably become a remunerative speculation.

2862. Would not the line from Dublin and Galway be shorter, and also easier of construction, than the line from Dublin to Valentia? Yes, it would be shorter, and perhaps easier of execution.

2863. Would it pass through a district equally fruitful and affording an equal quantity of produce to be transported, and an equal number of passengers to be conveyed? It would not pass through so fruitful a country, nor would it pass through so many towns, and consequently I think it would not be so good a speculation; at present there is a canal from Dublin towards Galway as far as Ballinasloe, and if there was to be any communication further westward, I should recommend either the continuation of the canal, or a railroad from Ballinasloe to Galway.

2864. The proposed railway, then, would pass through Cashel, and would be a main trunk to the cities of Kilkenny, Waterford, Cork, and Limerick? Certainly; and in selecting the line, I would make a main trunk through the country, from which branches might be made to those towns without taking it direct to the towns, which might be inconvenient.

FISHERIES.

John Spencer, Esq., called in, and examined.

2882. You travelled throughout a considerable district of Ireland last year, as an Assistant Commissioner on the Irish Poor Inquiry? Yes.

2883. Did you turn your attention to the subject of the fisheries

in Ireland? I did, a great deal, particularly in the counties of Clare and Mayo.

2884. Have you reason to suppose that the fisheries have been taken advantage of to as full an extent as they are capable of affording employment to the poor, and adding to the resources of the country? By no means.

2885. To what circumstance do you attribute the want of attention to such an important source of national wealth? The deficiency appears to me to have originated principally from the poverty of the lower class of fishermen, and from the commission of the Fishery Board ceasing, which took place in 1830.

2886. The Fishery Board was in the habit of granting bounties? Yes; the board was in the habit of granting bounties, which ceased on the 5th of April, 1830.

2887. Has there been any decrease in the fisheries since that period? By all the accounts that I have received, it is evident that the decrease has been very considerable.

2888. Your inquiries had reference to the fishing on the coast of Mayo and Clare entirely? Yes; and I would wish to add, that they are private inquiries, and were not in my instructions; therefore I cannot speak to them so pointedly.

2889. Have you formed any estimate of the number of fishermen employed at present on those coasts? From the observations of the men I have examined, I should think there may be probably about 3,000, not more.

2890. Have you had occasion to observe a want of accommodation in the way of piers on those coasts for the fishermen? I have, very much so.

2891. Does the sun-fish or the whale visit the coast of Ireland? The sun-fish at about ten leagues off the west coast of Clare frequent it every season, which is in the month of April.

2892. Was the result of these inquiries such as to induce you to believe that these fisheries might be prosecuted with success upon that coast? It is my opinion, to a very considerable extent. If the fishermen were well supplied with fishing-tackle, Kinsale

hookers, and other boats, great advantage would accrue both to the public and to themselves.

2893. In what way do you think that it would be in the power of Government or Parliament to assist in this description of enterprise? Government might, partly in the way that they did before, by forming a Board of Commissioners, and purchasing Kinsale hookers, tackling, and other things necessary for fishermen, and lend them out on security, which they might easily do to the fishermen generally throughout the coast.

2894. Do you think that English capital could be turned with advantage, and considerable profit, to the Irish fisheries? I do; there is a field open for the supply of England and Ireland, the West Indies, and most of Europe, and 80,000 or 100,000 expert fishermen would find full employment, and give support to a million of persons.

2895. The Board of Public Works in Ireland have, you are probably aware, recommended the appointment of a local commission for the purpose of inquiring into the Irish fisheries; are you of opinion that such a measure would be beneficial? I am quite sure that such a measure would be beneficial, inasmuch as it would pourtray those advantages that cannot be brought forward to the public view in any other way.

2896. Do the Dutch, French, and other vessels fish on the west coast of Ireland? By a letter that I have lately received from Lieutenant Boroughs, commander of the coast guard, I am informed that he has lately seen a Dutch fishing vessel on the coast of Clare. Another letter of this gentleman's, containing very valuable information upon that subject, I would beg to read some extracts from: "Sir,—An article contributed to the United Service Journal in December last, on the subject of porpoise fishing, induces me to send you the following remarks on the fisheries of the north-west coast of Ireland, from the north islands of Arran to Killala, principally on the coast of Connemara and Mayo. At the period when Cromwell had kicked the Dutch away from this coast, and erected forts of considerable strength and beauty in the islands of Arran and Innisbofin, to prevent their re-assuming these stations, the

fisheries seem to have dwindled into progressive insignificance, and are at this moment totally neglected. The station or harbours which they frequented appear to have been the islands of Arran and Boffin; the fort erected at the entrance of Boffin harbour must have rendered not only the harbour but the entire island impenetrable, as it commands the entrance of the harbour, and the only beach on the island where a landing could be effected, and only distance a short half mile; the other coasts of the island are one chain of iron-bound cliffs and inaccessible rocks. The harbour of Innisboffin is the best and safest I have ever seen for all vessels under 150 tons, and would contain 200 of different sizes, and is situated in the centre of the fisheries; there are many other capital harbours opposite on the main land. This island is now the property of the Marquis of Sligo, a nobleman who orders every accommodation to all strangers who may visit the island for business or curiosity. It is very extraordinary, and still very true, that this coast (one of the best fishing coasts in Europe, abounding from the most productive whales, both spermaceti and Greenland, to the common herring), possesses the worst and most ignorant race of fishermen, and (with a few exceptions) very indifferent boatmen. But the cause of these remarks may be easily accounted for, their poverty, which prevents them from procuring proper stout vessels for so dangerous a coast, and almost total absence of all patronage and support, to follow up with energy and spirit the unbounded sources of wealth which nature has thrown within their grasp. It may appear still more extraordinary to those connected so expensively in the Greenland and South Sea Whale Fishery, that they should so long have remained in the ignorance that those fish abound on the coast which I have described. In order to give proof to so bold an assertion, I shall state some circumstances which came under my own immediate observation in my own vessels, and a subsequent period in command of a revenue cutter prior to this fine class of vessels being placed under the inspection of rulers in the Custom House of London and Dublin. I shall first observe respecting the whales, to prove beyond contradiction that they abound in the summer and

autumn on this coast. In company with the Rev. Mr. Mahon to the sun fishery at Bofin Island, we strayed on a blustery day to observe the coast and breakers; at a short distance from the shore we saw several large fish, which I supposed grampusses, or finners, and had taken shelter under the lee of the island; still looking closely at them, they advanced towards the rocks immediately under the cliffs, where we had a perfect view of them at a distance of 500 yards with a spy-glass, their double tufted heads quite conspicuous and no intervening back fins; I concluded at once their species. In the month of July, after the sun fishery, a large spermaeeti whale was drifted on shore dead at the Bay of Bonowen, in Connemara, about two leagues from Cliffden or Ardhear Harbour; in consequence of the ignorance of the peasantry and boatmen, and continual squabbling and fighting, three-fourths of the oil was lost; the surface of the bay was dyed with a rainbow tinge from the floating particles of oil; shortly after an immense fish was towed into the island of Turk by three of the island fishing-boats; the monster was observed floating about a mile from the shore, and had been but recently killed, but how, could not be ascertained: this fish completely filled up the small and only inlet in the island, and measured in length thirty-three yards; it was claimed by the proprietor, I believe the Archbishop of Tuam, who, I had been informed, gave it up to the islanders. A small village near the place where they had towed it to shortly became deserted, the inhabitants never calculating on the fœtid air caused by their imprudence. The islanders were two months employed in cutting up and launching over the cliffs the bones and remains of their prize. About the beginning of August, after having taken shelter from a north-wester in Blacksod Bay, I was ordered by the captain of the Harlequin, 18-gun brig, to proceed with his purser, Mr. Sparling, to West Port (I mention this as a proof of my recollection); in beating down the bay with light airs, and near the islands of Inniskeas, two large whales came nearly alongside the cutter; the day very fine, and making but little way, I ordered the gig and jolly-boat out, and pursued them, and

had I men sufficiently acquainted with the art, I should have succeeded in killing them: they allowed me to go alongside them; and I had only desisted from striking them by the bowman, who intercepted me at the moment by panic, fearful of the event of a lash of the tail. What the result might have been I know not, but nothing could have been easier accomplished than striking them, and only in fifteen fathoms water. I had been after these whales three hours, and they never went above about three hundred yards from our boats, and at that distance turned their huge heads towards the boats, and got wary. I gave up following towards evening; had I struck them at the commencement of our chase, when they were perfectly tame, I might have succeeded, even with the sun-fish spear and line, owing to the small depth of water. I will now advance one more proof of the whale resorting to this coast. In the month of August, cruising off Broad Haven, county Mayo, I fell in with a perfect fleet of whales, which surrounded the cutter; I would say about fifteen, probably more. About the 15th of April the ponderous fish make their appearance a few leagues west of Innisbofin; their length, in general, is from forty to fifty feet; they in fine weather come to the surface about one or two o'clock afternoon, and remain so until about nine next morning, and again rise about the same hour; they are struck by a rudely constructed spear, with a wooden shaft. Three lines of inch-and-half rope, each line about forty fathoms long. These fish are easily struck by keeping behind the back fin; their eyes are so placed they can only see directly forward. They appear in immense numbers; I have seen, at times, leagues around the surface actually speckled with them, and at the time about 200 boats from different parts of the coast of Galway and Mayo, each boat having a fish harpooned, which is known by the boat lowering down her sails; it generally takes about four hours to kill a single fish. This depends much on the activity and caution of the crew, both of which are necessary in taking these fish, for should they bear too hard on the harpoon before the fish is exhausted, the spear is apt to give way, and the fish sticks close to the bottom, and must be

forced up; when at the surface he is again struck and secured on his back alongside; he is then cut across the breast, and next longitudinally; a rope is then made fast to the strong tendon, which connects the two lobes of the liver, and is disconnected from the internal part of the body. A small pull draws it out; it is then cut into large pieces; and barrelled until the opportunity offers to render it into oil. Each liver averages a ton of oil, of the best kind, and without the slightest smell; this oil is far superior to any fish oil I have ever seen. I have killed six of them at different seasons, choosing out of the flock the fish with the largest back fin. They are a species of shark; they remain six weeks on the coast, perhaps longer; they then go to the northward. It is rather curious that these fish, when struck, tow the boat due north; this fishery also has been neglected these last five years; nor even have the fish been looked after. The fishermen on the coast are too poor to fit out their boats with the trifling apparatus; and when they did fit out at Galway, and got the necessaries on credit, if they had not been fortunate, their boats on their return were seized and sold by the creditor. During my three years' cruising on the north-west coast, I had been ordered by Lord Colville, then commander-in-chief at Cork, to take (according as my other duty might permit) the protection of the fishermen during the absence of the Plumper gun-brig, which vessel had been ordered to Plymouth for a refit. This circumstance gave me an opportunity of observing closely the manner in which it had been conducted; there were generally about eight schooners or wherries, fitted out from the Skerries, situated at the opposite side of Ireland, with crews of ten men each; their lines sometimes extend to the length of ten miles; this depends on the state of the weather; their large stacks of fish at Bofin and Blacksod Bay consisted in cod, ling, glapen. The skates were also saved, and used as slates to protect the other fish from rain; they generally went back at the end of the summer with a full freight and sold in the Dublin market. The fishermen on the immediate coast were seldom or ever employed by them; they were considered perfectly by these expert fishermen, and even never profited by the

example which was daily before their eyes. Each boat was provided with a thral to procure bait, which were chiefly congers, turbot, and plaice. Their provisions consisted of bread, oatmeal, and tea; of course, abundance of the finest fish. If at any period a company should start up to try their hand at these valuable fisheries, I would recommend the following preparations. The expense to a company would be trifling, and might lead to a greater scale. Two fast sailing schooners, of 150 tons each, provided with every article for the whales and sun fishery; each vessel to have attached to her four whale boats, and manned with expert and approved whalers. They should rendezvous at Innisbofin. I have already remarked they should arrive at the island about the 15th of April. Each crew should consist of twenty-four men, in order to full man each boat, particularly for the sun fishery, which would occupy all the boats. Each vessel should have two large boilers, and should be well provided with casks, and partly ballasted with salt, or even laden with that article, which could be stored on the island; the frequent want of which, I have often observed, caused the loss of hundreds of barrels of herrings, and were afterwards used as manure."

2897. Are the fishing piers well built, the sites properly chosen, and are they kept in good repair? There are few fishing piers on the coast of Clare, Galway, or Mayo, and those in general badly constructed, and the sites badly chosen.

2899. Have you formed any estimate of the number of piers which would be required along that coast? There are only about twelve, I believe, and a much greater number would be very useful.

2901. Have you any return of the number of persons engaged in the fisheries in Ireland? I have one which I have taken from the tenth Report of the Commissioners on Irish Fisheries, shewing an increase of 27,262 within eight years, the numbers being in the year 1829, 36,159, and in the year 1832, 63,421, viz.:

5th April, 1822 . .	36,159	5th April, 1826 . .	57,805
Ditto 1823 . .	44,892	Ditto 1827 . .	58,044
Ditto 1824 . .	49,448	Ditto 1828 . .	59,321
Ditto 1825 . .	52,482	Ditto 1829 . .	63,421

2904. From your observations in Ireland are you of opinion that the improvement of the country may be materially advanced by a judicious expenditure upon public works? Certainly.

2905. What description of public works do you consider most desirable? I should recommend roads being made in every part of Ireland that could be done judiciously, for I think that would prevent illicit distillation as much as any thing, by giving facility to bringing corn into the market, which they have not the means of doing now for want of roads.

2906. As assistant Poor Law Commissioner, have you been lately inquiring into the state of the poor at Munster and Clare? Yes.

2907. Is there not a great want of employment for the population there? Yes, there is a great want.

2908. And you would recommend there being a system of Public Works under the superintendence of a board? I should recommend the improvement of the country by all means, by Public Works of every sort that could be adopted, under the superintendence of the Board of Works.

James Naper, Esq., called in, and examined.

2931. It has been suggested that the reclamation of bog and mountain lands would be carried to a much greater extent than at present, if landlords under strict settlement had the power of charging the estates with a certain portion of the money expended by them in permanent improvements; do you think there would be any objection to such a power being given, provided it was guarded with proper checks and controls? No; I think it would be highly desirable.

2946. Do you not think the improvement of waste lands is carried into effect most beneficially by the tenants themselves having a permanent and durable interest in such land? I do not conceive long leases to tenants without considerable capital desirable leases, or that they are in every instance advantageous either to the tenant or the landlord; on the contrary, in Ireland it is generally

believed that leases for three lives or thirty-one years, have been most disadvantageous to both parties.

2953. Would not that be very hard on the mortgagee who had not entered into such a contract? I consider such is the state of Ireland, that unless all persons interested in land will submit to some sacrifice, that the property from which mortgagees expect their capital will, in a very short time, not be able to pay the interest of the money, much less the capital.

2954. Would it not deter persons from lending upon mortgage in Ireland? It might do so; but I think it would be a great advantage if men were deterred in many cases. The return to cash payments has so much reduced the property of all landed proprietors both in England and Ireland, that the loss to the mortgagee would not be at all equal to that which the landed proprietor of Great Britain bore when the return to cash payments reduced the principal and interest of their property.

Veneris, 19^o die Junii, 1835.

A. H. LYNCH, ESQ., IN THE CHAIR.

Mr. *David Aher* called in, and examined.

2957. Have you any suggestion to make to the Committee connected with public Works in Ireland? I beg leave to lay this plan before the Committee, and which I consider, if carried into effect, would be a most useful public work for the south and west of Ireland.

2958. What is this plan? To make a railroad from Dublin to Kilkenny, 33½ miles of which will be a main trunk towards Limerick and Galway. The Kilkenny branch may be continued to Callan, Fethard, and Caher, where it would join the proposed line to Valentia. The levels are very favourable; and it will appear, by reference to the section, that there are no slopes of more than one in

500, and between Athy and Kilkenny thirty-three miles are perfectly level, and pass through the eastern out-goings of several valuable beds of coal and culm in the great Kilkenny and Queen's County coal district. This line of railway may be considered as a main trunk of communication between the South and West of Ireland and its metropolis.

2959. You are one of the engineers for the surveying of the bogs in Ireland? I am.

2960. Have you, in your Report, made an estimate of the expense of reclaiming those bogs? I have.

2960.* Have you any reason, from subsequent experience, to change your opinion as to the facility of reclaiming those bogs, and as to the expense at which it could be done? I have had some experience in the draining and cultivation of bogs since the publication of that Report, and I think that it will not require a greater expenditure than I have stated.

Mr. *John Thomas Cramer* called in, and examined.

3002. Would you not think it desirable, supposing Government was to grant or lend money to aid the reclamation of these wastes, and that terms should be made with the owners of the waste, securing to the occupying tenantry the long leases on beneficial terms, or such encouragement as you have described to be desirable? I think a certain portion of the reserved rent should remain in the hands of the tenant, provided they proved to the satisfaction of somebody that they had expended to the amount of the rent proposed to be reserved in those permanent improvements, such as making fences and ditches and drains, which are what is required in lands of that description. Where these roads are made, we have improvements in cultivation increasing very fast, comfortable cottages, and the peasantry very much improved in their habits, and from being a lawless set of people they have become amenable to the law; and I know no part of the county of Cork which is now more tranquil.

3032. Why should you expect Government would contribute, as

you have now mentioned? Merely from the extent of the country that would be benefited by it, the general improvement that would result to the town of Kinsale, having a population of 9,000 souls debarred by natural impediments from nearly all communication with the neighbouring districts, from opening a short and easy road from the important naval and military station of Cove of Cork, through Kinsale, to Clonakilty and the west of the county, expediting assistance, in case of shipwreck, for protection of life and property, and many other equally important reasons.

Mr. *Michael Malley* called in, and examined.

(Nothing material elicited).

BOGS—RAILWAYS—WASTE LANDS, AND FISHERIES.

Mr. *William Bald* called in, and examined.

3063. What is the reason for your preferring the harbour of Blacksod to the harbour of Galway for the railroad you mentioned on your last examination? The only reason,^a that it was more seaward than the bay of Galway, and the country all the way from Dublin to Clew Bay, and on to the harbours of Blacksod and Broadhaven, level and suitable to the construction of a railroad; but the line to Galway is equally level, and very much shorter than the one either to Clew Bay or the one to the harbours of Blacksod and Broadhaven. This main line of railway in this direction would cross the Shannon river, which requires so much to be improved, and would lay open the whole of the bog land lying in the middle region of Ireland, and which consists of about nearly three millions of acres; according to "Dr. Beaufort, the most extensive levels are about the middle of Ireland, where a vast plain, stretches quite across, from sea to sea, from the coast of Dublin to the Bay of Galway, including in its extent the Bog of Allen." I further think, where such a great work, assuming a national character, is likely at some period to be carried into execution through Ireland from sea to sea, that a very careful examination of the country should be made in various directions, and also of the harbours on the wes-

tern coast; for, although some of these harbours may be objectionable on account of their great extent and capacity, yet it ought to be considered how very easy it may be to construct works within, and render them perfectly safe and eligible to all the purposes which may be required to the security and safety of shipping. The more the capabilities of the country are investigated into for this project, and also the important public works which may be connected with it—such as supplying Dublin with cheap turf-fuel in abundance, the drainage of the bogs of Allen, also the circumstance of cutting Ireland across in the very centre, and in the shortest and most level direction, where a railroad could be made at a very reasonable expense, are matters which require to be considered; and the more this is done, the more likelihood there will be of selecting the best line for all the purposes of general public utility.

3064. Would not steam-packets, established in the Bay of Galway, always enable vessels wishing to leave that port to go into the Atlantic? The only difficulty that steam-packets would have to encounter in that case would be the prevailing westerly and southerly gales in getting into the Atlantic free of danger. In the other case the harbours of Broadhaven and Blacksod being, as I before mentioned, more seaward, the steamers would get out at once into the open sea.

3068. At what expense might these mountainous districts be reclaimed? I have already mentioned that I have estimated the expense of draining 200,000 acres of bog at about £1 British per English acre. I should think, however, in the mountainous districts of Ireland, where the bog is not deep, they might be drained at less than one-half of this expense.

3072. Are there considerable fishing banks on the coast of Ireland? There are.

3073. Be so good as to state them. There is a large bank about sixty miles west from Aehil Head, where boats from all parts of the west coast used to go searching for the sun-fish or basking shark. This great bank runs parallel to the coast of Ireland. It is, however, broken in several places. It runs southward by Shark Island, and towards the south coast of Ireland, and upon this bank

are great quantities of cod and ling. It has been said that the Dutch in former times fished upon this bank with considerable success. Articles of Dutch manufacture have been frequently found in the peninsula, called the Mullet, near the harbours of Blacksod and Broadhaven, in Mayo. In 1603, the Dutch alone sold £1,759,000 worth of fish. In 1615, they sent out 2,000 busses and employed 37,000 men. In 1618, they sent out 3,000 busses with 50,000 men, and 9,000 vessels to transport and sell the fish, which by sea and land employed 150,000 men. I have seen charts of the western parts of Scotland, the Western Isles or Hebrides, and the western coast of Ireland, in Cowan the map-seller's shop at Amsterdam, near the Stadt House, on which charts were represented busses fishing on these shores, and describing the kinds of fish found. In 1680, when Amsterdam was at its zenith in commerce, the Dutch employed alone in the whale fishery 260 ships and 14,000 sailors; that branch of fishing has now fallen almost entirely into the hands of the British.

3074. Are the fishermen of the western coast enabled to reach the bank now? No, they have not vessels fit to stand the sea on the bank, except in fine weather, neither have they fishing tackle, nor skill to carry on this deep-sea fishery to any profitable extent.

3075. Who fishes upon the bank? Very rarely any one fishes upon it, because the boats upon the western coast of Ireland are too small, nor have the people fishing-lines suitable to carry on a deep-sea fishery with any success. The only vessels that I have seen upon that coast were in 1822, when there were about twenty sail, principally from the Skerries and Rush, situated on the eastern coast of Ireland; and those vessels, to the best of my recollection, carried about thirty-five tons of fish, and were manned by five or six seamen. At that period they were fishing upon the ground outside the Black Rock, and returned into the harbour (of Blacksod) every Saturday night. The fish were then landed, cleaned and salted, and packed in squares on the beach, and this was in the months of May and June; one man always remained ashore to cure and take charge of the fish; and when they had got their cargoes completed, which con-

sisted of cod and ling, they informed me that they sold them in the market of Liverpool. These men fish round Ireland, and also upon the banks which lie off the coast of Bofin, which is situated on the coast of Galway (for there are more banks than one), but which island belongs to the county of Mayo, and in which is a tolerably good harbour. The best fishing ground for cod and ling is said to be between the coast of Ireland and Barra Head, the southern promontory of the Long Island on the west of Scotland; but there can be no question that during the summer months, with good vessels and proper fishing tackle, the deep-sea fishery on the west coast of Ireland would become a source of national wealth and strength. Franklin has said, "He that puts seeds into the ground reaps forty-fold; but he that puts a line into the sea and pulls out a fish, pulls out a piece of silver." Fisheries are nurseries for seamen, and it ought to be recollected that at this moment the French have more than 25,000 men fishing on the coasts of Newfoundland and Labrador. By the last treaty of peace, Britain assigned to them the islands of Miquelon and St. Pierre, which has given them stations on the best fishing grounds of the British Colonies; and the United States of America have now more than 30,000 men fishing at Newfoundland. England ought, therefore, to extend this branch of national industry and wealth, by every means and by every encouragement in her power, because, "*Le trident du Neptune est le sceptre du monde.*"

3076. Are there any particular stations upon the Mayo and Galway coast which you would recommend for fishery stations or for small piers? I have answered that already for Mayo; but beg to mention the following for the coast of Galway: in Connemara, at Killeen on the west side of Costello Bay; at Ternce, west side of Great Man's Bay; at Rustreen, in Kilkeran Bay; at Ard Castle, in Ard Bay; to clear the pass of Stradle; this would only cost about £40, and would then be fitted for ships of 200 tons to pass through, and do away with the necessity of going round Maedara Island, which is attended with much difficulty and delay; to complete the north pier at Roundstone, one at Bunowen Bay, one at Ballinakill;

to finish the quay of Clifden; one at Tully, near the entrance of the Killery Harbour. One of the most important things that could be done to benefit the people of this coast would be the clearing the pass of Ballydangan, at the head of Great Man's Bay; much life and property is lost there annually; and to widen the channel to the new pier at Killany, in the island of Arran.

3077. Is there not a great want of asylum piers on the western coast of Ireland? Extremely so for fishing purposes.

3078. And also for large vessels to run into for safety? Yes, in many places.

3080. Is not the west coast of Ireland very extensive? Yes; taking the sea line from Cork to Londonderry. The western coast of Ireland contains a greater extent of shore than the whole empire of France, being about 5,000 miles. To illustrate this I shall just state one fact; the distance between Westport and Newport in Mayo is only about $5\frac{1}{2}$ miles in a chord line, and the configuration of coast upon that chord line amounts to fifty-five English miles.

3081. In the whole line of 5,000 miles of coast are there any asylum harbours? To my knowledge there is no artificial asylum harbours of any magnitude, although there are very many excellent natural harbours.

Amsterdam contains a population of about 180,000 inhabitants, Dublin 250,000 inhabitants; Holland contains a population of 2,758,632, Ireland a population of nearly 8,000,000; the extent of Holland is 6,400,000 acres; Ireland contains an area of 20,000,000 of acres; Amsterdam possesses a ship canal $50\frac{1}{2}$ miles long, more than 120 feet wide, and more than 20 feet deep. This canal is capable of floating into the very town of Amsterdam, from the deep sea at the Helder, the largest class of vessels, while the large and populous city of Dublin has no such advantage to carry on a foreign trade. The extent of Ireland, the size of Dublin, the quays of the Liffey, the finest and most extensive in Europe, the position of the Custom-house and docks, all proclaim that there should be a canal from the deep water into the city of Dublin, capable of floating up the largest class of foreign vessels. In point of population, in point

of territory, the capital of Ireland requires a ship canal even more than the capital of Holland.* Just glance at the position of Ireland in the Atlantic, facing with her southern and western shores the coasts of France, Spain, Portugal, the West Indies and the gigantic infant republics of the American continent; on the north opening to the whole wealth of the northern and western fisheries; while her eastern shore, since the invention of steam navigation, may be said to touch the greatest commercial and manufacturing nation in the world; yet her capital, Dublin, cannot be approached by any class of vessels engaged in foreign trade for the want of a ship canal of a very few miles in length, and which is quite practicable to be executed with facility.

The Edinburgh and Dalkeith Railway is about 9 miles 420 yards long, and cost about £120,000. Where there are so many thousand acres of bog lying within thirty and forty miles of Dublin, with a level country descending from the bogs towards that city, extremely favourable to a trade in that direction, it appears to me, and has done so for some years, that it would be of the greatest public utility to endeavour to form some plan, by railway conveyance, to supply Dublin with turf-fuel in greater abundance, and at a cheaper rate. This would employ annually many thousand men, and keep immense sums of money in Ireland, to be expended among the labouring population, draining the bogs and preparing the turf-fuel to supply the Dublin market, and which now goes to England. Besides it would be the means of improving the great bog plains, converting them into excellent corn land, pasture, and meadow; and it would also purify the atmosphere and improve the climate.

Ireland contains not less than

ACRES.

4,500,000 of bog requiring to be drained.

About 350,000 of large lakes.

Ditto 200,000 of land covered by the sea at high water.

Ditto 200,000 of flooded lands along rivers requiring improvement.

5,250,000

* That enlightened statesman the late Viceroy for Ireland, the Marquis Wellesley, fully appreciated all the national benefits that would arise from the execution of such a work.

All this combined with the improvement and formation of roads, canals, piers, harbours, railways, &c. &c. offers an immense field to the operations of the scientific and practical engineer. Although the formation of institutions and societies for learned purposes are very much to be admired and encouraged, yet on the other hand the establishment of a school for engineering claims particular attention; because no such thing yet exists in any part of the British dominions.

3111. Have you turned your attention to the drainage of any of the large lakes in Ireland? Yes, I have.

3112. Do you conceive any considerable extent of ground could be restored by drainage? I am of opinion that a reduction of the waters of lake Mask to the level of Lough Corrib would probably leave dry very nearly the whole of Lough Carra, containing 3000 acres; and also I should think the greater part of Lough Mask, which contains about 21,000 acres.

MACKENZIE'S DESCRIPTION OF THE HARBOURS.

Blacksod Bay.

"BLACKSOD BAY is pretty well sheltered, the ground clean in most parts, and the water sufficiently deep for large ships; but the ground being a hard sand, it is not thought that it will hold well in hard gales from the W. or S. W., especially in the winter time, when these winds set in a great swell.* The best anchorage is on the west side of the bay, about a quarter of a mile southward of Barnach Isle, on four and a half or five fathoms, &c."

Bantry Bay.

"Bantry Bay is a large, safe, and commodious place for ships and vessels of all sizes. The stream of tide is scarce sensible in any part of it. The water is sufficient depth almost close to the shore on both sides, and no rocks or shoals in the way going up, but what may be easily avoided in the night time. The best anchorage for large ships is at the east end of Whiddy Island, either on the north or south side of Horse Island, on from six to ten fathoms water, &c."

Bearhaven Harbour.

"Bearhaven is an extraordinary good harbour; large, well sheltered, sufficiently deep for the greatest ships, and the ground very good every where. There are two entries to this harbour, one along the west end of the island, the other along the east

* Moorings could be easily put down; but I have not heard of ships not being able to ride out safely the heaviest gales of wind in that harbour.

and; the west entry is most direct and readiest for vessels coming from the westward or southward; but the east entry is rather the safest for one that is a stranger. The anchorage is any where on the north side of Bear Island, from five to eleven fathoms water, &c."

Valentia Harbour.

"This harbour is good ground, well sheltered and capable of the largest ships. The best entry to it is at the east end of Valentia Island, where the best anchorage also is. Anchor on the south side of Begginish Island, any where between it and the foot of eastmost point of Valentia, on five or six fathoms water, above a cable's length from the shore; or pass Foot Point and anchor off the House Ringlass on four fathoms."

FitzStephen French, Esquire, a Member of the Committee, examined.

3114. Have you turned your attention to the waste lands of Ireland? I have.

3115. What is their extent? Mr. Cowley estimates as capable of improvement 4,900,000 acres; as not improvable 2,416,000; the public records in 1824, gave them at five millions and a half improvable waste lands, and half a million unimprovable; Mr. Newenham at 4,800,000 improvable, and 1,185,585 not improvable; Mr. Griffith estimates the whole of the waste lands at 5,340,736 acres.

3116. Do you consider the reclamation of those lands of great importance? Certainly; if Ireland is so productive with 12 millions and a half of arable acres at present under cultivation, how much more so (independently of the employment to be given to the population) would she be when the amount of arable land was increased to eighteen millions of acres?

3117. Do you consider that labour could be profitably applied in Ireland? Nowhere is labour more required, nowhere is it so redundant; more than one-eighth of the population, for four months in the year, are without employment.

3118. Have you reclaimed any bog? I have.

3119. What do you consider to be the average expense per acre? The bogs that burn red or yellow ashes are easily reclaimed; the bog that burns white ashes requires more time and a much greater outlay of capital. Generally speaking, as far as my experience leads me, I think they may be drained and levelled at about £1 10s. an-

acre, and covered with gravel or other calcareous substances at from £2 10s. to £3 per acre. I am aware that Mr. Griffith estimates the claying much higher, but I should be afraid to put four inches deep of gravel or clay on a bog at the time of reclaiming it, considering as I do that the weight of the gravel would sink it through the bog.

3132. If the Government, or a company of individuals, were to undertake the reclaiming of the waste lands of Ireland, do you think they might equitably claim from the proprietors a portion of the improved lands in remuneration of their services? I do; this principle has been recognized and acted upon to a great extent in England; and without some such measure I see but little prospect of the bogs of Ireland being brought into cultivation.

Mr. *Alexander Nimmo* called in, and further examined.

(Nothing material beyond former evidence).

Mercurii, 24^o die Junii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

Mr. *Charles Wye Williams* further examined.

(Same remark).

William Blacker, Esq., called in, and examined.

3185. In your opinion, would it be beneficial if tenants for life had the power of expending money for the reclaiming of those waste or bog lands, and of charging the inheritance with the amount of that expenditure; and if that is your opinion, under what circumstances would you recommend it? It would be very difficult to say by what provisions the remainder-man might be secured against an injudicious outlay; otherwise the principle is good, and if generally adopted, not only by tenants for life but by all landed proprietors, and likewise extended to the inclosure of commons, &c. the most beneficial results would follow. It would not only be the means of giving immediate employment to a pauper population, but it would likewise correct, or, perhaps, remove the oppression and rack-rents

of middle men, by giving the tenant the alternative of being readily able to get a settlement elsewhere. Those who remained would also be benefited by being able to acquire an addition to their farms, and exorbitant rents would be checked by so much additional land being brought into the market; therefore in every view of the subject the whole agricultural population would be most materially benefited. Taking off the malt-tax, extinguishing tithes or any other burthen pressing on the land, is only a temporary relief to the occupier, while his present tenure lasts, at the termination of which, if the demand and supply continue relatively the same, the land being worth more by being relieved from these burthens, will be of course set at a higher rent, and the advantage goes to the landlord. The *only* way effectually to serve the occupier of land is to increase the supply by bringing more into cultivation, and thereby lessen the competition, which will enable him to make a better bargain with the landlord.

Veneris, 26^o die Junii, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

George Lewis Smyth, Esq. called in, and examined.
(Nothing material elicited).

Martin O'Mailley, Esquire, called in; and examined.
(Same remark).

Mercurii, 19^o die Augusti, 1835.

A. H. LYNCH, ESQUIRE, IN THE CHAIR.

R. M. O'Ferrall, Esq. a Member of the House, was examined.
(Nothing material elicited—principally on the failure of the Act called
“O'Ferrall's Drainage Act,” and the reasons for such failure).

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MAPS:

- No. 1.—MAP of the *British Empire*, exhibiting the most level, the shortest, and least expensive Line of Railroad across Ireland, from Dublin to Galway; shewing also the direct Line across Ireland, taken from Liverpool to *St. John's*, in America, on an Arc of the Sphere. By *William Bald, C. E.*
- No. 2.—MAP, shewing *St. John's*, in Newfoundland, in America, *Ireland* and *England*, the straight Lines on a Sphere across the Atlantic Ocean. By *William Bald, C. E.*
- No. 3.—A SURVEY of part of the county of *Roscammon*, shewing the course of the proposed Canal between Lough Gara and the River Shannon, near Carnadoe Bridge. By *Charles Tarrant, C. E.*

STATEMENT

Of the several Loans made by the Commissioners of Public Works in Ireland, pursuant to the Provisions of the Act 1 & 2 Will. IV. c. 33, up to the 1st of January, 1835.

No.	Object.	Amount of Loan sanctioned.		Amount of Exchequer Bills Issued on account of each.	Repayments.	
					Principal.	Interest.
		£ s. d.	£		£ s. d.	£ s. d.
1	Road from Drumsna to Bundoran, co. Leitrim	2511 17 5	2500		402 12 4	266 5 2
2	Road from Kilkenny to Freshford, co. Kilkenny	623 0 0	600		176 12 9	56 1 9
3	Completing the Works of Ardglass Harbour . . .	6650 0 0	6650		—	—
4	Working of the Quarries at Valentia	7000 0 0	7000		.. ..	230 0 8
5	To improve the Works of the Limerick Navigation Company	8910 0 0	8500		.. ..	661 4 3
6	Ennis Road, through the liberties of the City of Limerick	205 0 0	200		110 16 8	17 5 10
7	Waterford Road, ditto . .	560 0 0	560		302 17 9	47 2 3
8	Drainage of farms near Nenagh, co. Tipperary	200 0 0	200		.. ..	15 0 0
9	Erecting machinery, Cronbane Copper Mines, county Wicklow	1000 0 0	1000		484 11 4	85 10 2
10	In aid of Machinery, Ballymurtagh Mine, ditto .	1000 0 0	1000		.. ..	59 1 11
11	Road from Clogheen to Cappoquin, county Tipperary	1278 11 10	1250		434 17 1	44 12 2
12	Ditto, county Waterford	1895 12 7	1850		1004 8 7	39 10 9
13	Building a court-house at Carlow	5000 0 0	5000		2184 5 4	314 14 8
14	Continuing quay-wall at Claddagh, Galway . . .	300 0 0	250		61 6 2	10 13 10
15	Completing the Wellesley Bridge and Docks, Limerick	25,000 0 0	19,300		1250 0 0	658 14 10
16	Road from Strokestown to Lung Bridge, county Roscommon	7111 8 11	4650		2069 5 2	64 3 6
17	Slate quarries near Killybeg	500 0 0	500		.. ..	26 19 6
18	Athlunkard Bridge, and approaches thereto, over the River Shannon . .	9889 19 2	9850		.. ..	152 17 4
19	—	—	—		—	—
20	Constructing a floating dock at Galway . . .	17,000 00	4000		636 5 7	212 11 10
21	Road between Castle-reagh and Ballinasloe, near Ballygar, county Galway	346 8 3	300		24 17 4	10 2 8

No.	Object.	Amount of Loan sanctioned.	Amount of Exchequer Bills issued on account of each.	Repayments.	
				Principal.	Interest.
		£ s. d.	£	£ s. d.	£ s. d.
22	Road between Ennis and Ballinasloe, near Lough Graney, county Clare .	1153 1 7	800	465 18 6	9 4 1
23	Road, continuation of same to Derrybrien, county Galway	534 4 2	500	221 3 7	4 4 5
24	Bridge over the Bann at Agivey, county Londonderry	1250 0 0	1250	162 3 9	25 6 3
25	Ditto, do. county Antrim	1250 0 0	1250	340 16 7	24 15 11
26	Road from Larne to Ballicastle, county Antrim	11,303 4 0	9000	2699 12 1	83 16 6
27	Road from Carrickfergus to Antrim and Larne	1485 1 8	—	—	—
28	To improve the Newry Navigation	12,000 0 0	8000	489 14 10	150 18 8
29	Drainage of farms, Earl of Besborough, county Kilkenny	2000 0 0	1150	—	—
30	Road from Dublin to Blessington	3500 0 0	2750	175 0 0	29 3 8
31	Railway from Dublin to Kingstown	75,000 0 0	74,000	—	—
32	To improve the Harbour of Drogheda	10,000 0 0	4000	—	—
33	Road from Loughrea to Derrybrien, county Galway	720 0 0	400	200 4 7	2 5 5
34	Completing repairs of road leading to Waterford through Limerick	296 3 6	290	133 19 5	14 11 3
35	Ditto . . Ennis . . ditto	117 6 8	100	54 7 6	4 10 10
36	Road from Abbeyfeale to Glin, county Limerick	1181 15 3	700	305 6 4	1 18 9
37	Bridge over the river Inagh, near Liscannor, county Clare	2222 14 0	1200	901 16 11	15 4 1
38	Road from Kenmare to Glengariff, co. Cork	2737 16 0	1250	992 16 3	13 6 8
39	Same Road, co. Kerry	5865 18 0	2750	2445 15 3	17 18 6
40	Road from Five-mile Town to Clones, county Fermanagh	2600 0 0	1500	260 9 6	—
41	Road near Meelick to Cratloc Hill, co. Clare	1250 0 0	1200	258 17 5	27 2 7
42	Road from Portumna to Mount Shannon, county Galway	2178 0 0	900	424 16 1	4 12 4
43	Road from Omagh to Cookstown, co. Tyrone	2334 0 0	2050	172 14 0	2 8 2
44	Road from Bailieborough to Virginia, co. Cavan	1936 0 0	200	—	—
45	Road from Centinaveena coal-pits to Dromahair, county Leitrim	1943 0 0	500	278 9 1	12 18 11

(147)

No.	Object.	Amount of Loan sanctioned.	Amount of Exchequer Bills issued on account of each.	Repayments.	
				Principal.	Interest.
		£ s. d.	£	£ s. d.	£ s. d.
46	To complete a Roman Catholic Chapel at Burne, county Limerick . . .	150 0 0	150	—	—
47	Road through liberty of Waterford, and part of road to Tramore . . .	1550 0 0	600	447 0 6	—
48	For improvements to the harbour of Ballyshannon, county Donegal .	5000 0 0	—	—	—
49	Road from Johnstown to Bawn, co. Kilkenny . .	182 0 0	150	11 2 6	2 10 6
50	Road from Killaloe to Tomgraney, co. Clare .	2850 0 0	350	—	—
51	To complete a Roman Catholic chapel at Buttevant, county Cork . .	600 0 0	—	—	—
52	Road from Derrygonnelly to Manorhamilton, co. Fermanagh	2350 0 0	—	—	—
53	Turnpike road between Dublin and Mullingar .	3000 0 0	1500	—	—
54	Road from Kilkenny to Piltown, co. Kilkenny .	1050 0 0	350	46 2 7	5 6 5
55	Road over Cratloe Hill to Moyhill, county Clare .	1700 0 0	—	—	—
56	Road from near Ross to Borris, county Wexford	2800 0 0	—	—	—
57	Boyne Navigation from Carriekdexter Lock to Drogheda	1750 0 0	500	—	—
58	Road from Mallins to Gindore River, co. Donegal	750 0 0	750	66 5 5	8 14 7
59	New Bridge at Belturbet, county Cavan	1700 0 0	—	—	—
60	Road from Carnew to Tullow, co. Wicklow .	2000 0 0	—	—	—
61	For rebuilding Thomond Bridge, city of Limerick	9000 0 0	—	—	—
62	Improvement in Turnpike Road from Dublin to Dunleer	1600 0 0	—	—	—
63	Road from Bailieborough by Moynalty to Kells, county Cavan	898 15 0	—	—	—
64	For clearing away a mass of very bad buildings in Barraek-street, for an improved entrance to the City of Dublin.—Wide-Street Commisrs.	25,000 0 0	—	—	—
65	The Ecclesiastical Commissioners, pursuant to Act 4 & 5 Will. IV. c. 90	46,000 0 0	—	—	—
		£ 351,770 18 0	195,250	20,796 19 10	3435 9 1

STATEMENT

Of Loans and Grants made by the Board of Public Works, pursuant to the Act of the 1 & 2 Will. IV. c. 33, classed in order of the Description of Works for which they were advanced, including those approved, but not definitively sanctioned.

No.	Objects.	Aggregate.		
LOANS.		£	s.	d.
39	Roads	79,628	4	10
8	Bridges	49,412	13	2
4	Navigations	29,160	0	0
9	Harbours and Quays	111,950	0	0
2	Railways	80,300	0	0
3	Quarries and culm-pit	9500	0	0
2	Mines (machinery)	2000	0	0
2	Drainage	2200	0	0
1	Court-House	5000	0	0
1	Hospital	2500	0	0
2	Chapels (completing)	750	0	0
1	Dublin Wide-Streets	25,000	0	0
1	Ecclesiastical Commissioners	100,000	0	0
		497,170	18	0
GRANTS.				
17	Roads	30,067	12	2
1	Bridge	2,222	14	0
2	Piers and Quays	418	0	0
		£ 32,708	6	2

DISTANCES FROM FALMOUTH.

		By the Course of Foreign Mails.
Falmouth to London direct	269	269
„ to Bristol	156	389
„ to Liverpool	325	477
„ to Glasgow	525	677

	Miles.
Bristol to London	120
London to Falmouth	269
Falmouth to parallel of Valentia	300
	689
Bristol to Valentia direct	352
Difference	337

AN ABSTRACT of some COMMUNICATIONS made to his Grace the Duke of WELLINGTON in the year 1829, relating to
PUBLIC WORKS in Ireland.

INDEX TO MINUTES OF EVIDENCE.

N. B.—In the following Index; the *Figures* following the Names refer to the Questions in the Evidence; and *App. p.* to the page in the Appendix.

Barrington, Mr. (Analysis of his Evidence.)—Opinion that a judicious expenditure of money on public works would be highly beneficial to Ireland, 2072-2077—No lands produce better oats than reclaimed mountains, 2075—Advantages in the administration of justice from the formation of roads, 2077—Opinion that public roads should be carried on by public boards, 2079—Circumstances under which lands on the side of new roads are taken into cultivation, 2082-2085—Whether landed proprietors would consent to Government appropriating a certain portion of waste land, improved at the public expense, with a view to the sale thereof in small lots, as a compensation for the money advanced in making roads, 2086-2102.

Blacksod. Description of Blacksod and Broadhaven harbours, *Bald* 3113.

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2503, 2504—Whether Government ought to give any assistance towards reclaiming waste lands, *French* 3121—Nature of the remuneration held out to tenants on the Tyrone estates for reclaiming the land, *Blacker* 3205-3221—Further examination relative to the encouragement given to tenants on Tyrone estates for reclaiming waste lands, *Blacker* 3234-3246.

Opinion that sufficient experiments of draining bog land are now making by private individuals, and consequently the intervention of Government is unnecessary, *Griffith* 2689-2696—Expense of reclaiming mountain land, *Featherstone* 2407-2418—Expense at which mountainous districts in Scotland might be reclaimed, *Bald* 3068—Suggestions respecting the reclaiming waste lands in Ireland, *O'Brien* 1123—Opinion that the profits arising from reclaiming bogs would amply repay any advance of public money for that purpose, *Mahony* 1057, 1058—Whether the reclaiming lands should be wholly carried on under the superintendence of the Board of Public Works, *Mahony* 1056—Opinion that public money should only be applied for the purpose of preparing bog land for cultivation, *Mahony* 1053—Opinion that nothing would improve the condition of Ireland so much as the reclaiming of waste and bog lands there, *Mahony* 1037-1039.

Government experiments are attended with great expense for agency, *Griffith* 2692, 2693—Different processes necessary to reclaim bog, and expense thereof, *Bald* 2520-2524—Opinion that the bog and mountain land of Ireland is generally to be profitably reclaimed, *Griffith* 2684-2688—Reason why reclaimed bog has a tendency to return to its original state, *Griffith* 2711—Whether bog when reclaimed is capable of yielding any description of crop, *Griffith* 2712-2713—More advantageous to expend money in cultivating land already improved than in reclaiming waste land, *Griffith* 2714, 2715—Examination relative to the advantages possessed by the district of Connemara, and reason why the bog lands there have not been reclaimed, *Griffith* 2743-2751—The Act introduced by witness is not at all applicable to the

improvement of bog, *O'Ferrall* 3346—People might be advantageously located on reclaimed lands, *French* 3122—System of reclaiming bog and moory mountain pasture, as practised on the Crown lands of Pubble O'Keefe, county of Cork, by Richard Griffith, *App. p.* 329.

See also Crops. Gravel. Oats.

Revenue. Increase thereof from the improvement of roads: In Scotland, *Loch* 152—In Ireland, *Conolly* 1257—*Pim* 1526—In Clifden, *Darcy* 1994, 2016, 2017—Considerable increase in the amount thereof since the carrying on of public works in Ireland, *Kerry* 1745–1751.

Spencer, John. (Analysis of his evidence).—Examination relative to the state of the fisheries on the coast of Clare and Mayo, 2882–2901.—Considerable decrease in the fisheries since the non-existence of the Fishery Board, 2885–2887.—Opinion that the fisheries on these coasts might be carried on with very great success, 2892–2894—Extract of a letter from Lieutenant Boroughs, commander of the coast-guard, to witness, on the subject of Irish fisheries, 2896—Fishing piers are in general badly constructed, and the sites badly chosen, and very much out of repair, 2897, 2898—Number of piers required along these coasts, 2899, 2900—Number of persons engaged in the Irish fisheries, 2901—Opinion that great advantage would be derived by Ireland from a judicious expenditure upon public works, 2902–2908—Great want of employment in Munster and Clare, 2906, 2907.

Thomas, Colonel Henry. (Analysis of his Evidence).—Sum subscribed by the town of Kinsale towards the construction of a bridge over the River Bandon, 2262—Probable cost of erecting bridge, 2266—Much better harbour at Kinsale than at Cork, 2268—Causes to which the decay of the town of Kinsale may be attributed, 2269, 2270.

Waste Land. Quantity of waste land in the following counties

capable of improvement: Autrim, *Holmes* 1280—Armagh, *Holmes* 1280—Carlow, *Holmes* 1280—Cavan, *Holmes* 1280—Clare, *Holmes* 1280—Cork, *Holmes* 1280—Donegal, *Holmes* 1280—Down, *Holmes* 1280—Dublin, *Holmes* 1280—East Meath, *Holmes* 1280—Fermanagh, *Holmes* 1289—Galway, *Holmes* 1280—Kerry, *Holmes* 1280—Kildare, *Holmes* 1280—Kilkenny, *Holmes* 1280—King's County, *Holmes* 1280—Leitrim, *Holmes* 1280—Limerick, *Holmes* 1280—Londonderry, *Holmes* 1280—Longford, *Holmes* 1280—Louth, *Holmes* 1280—Mayo, *Holmes* 1280—Mayo, *Holmes* 1280—Monaghan, *Holmes* 1280—Queen's County, *Holmes* 1280—Rosecommon, *Holmes* 1280—Sligo, *Holmes* 1280—Tipperary, *Holmes* 1280—Tyrone, *Holmes* 1280—Waterford, *Holmes* 1280—West Meath, *Holmes* 1280—Wexford, *Holmes* 1280—Wicklow, *Holmes* 1280—Quantity thereof capable of improvement in Ireland, *Holmes* 1281, *Bald*, 2546, 2547, *French* 3114–3116—Opinion that it would promote the reclaiming of waste lands, if proprietors empowered to charge the inheritance with a certain portion of the expense thereof, *Holmes* 1324–1327—Suggestions for placing at the disposal of the Crown a certain portion of waste land after its improvement from the expenditure of public money, to be divided into small lots, and let or sold by them on certain conditions, *Scrope* 1717—Quantity of waste land in the county of Galway, *Darcy*, 1968–1970—Are injurious to the health of the inhabitants of the neighbourhood, *Bolm* 2547—Observations on the reclamation of waste lands in Ireland, from G. Poulett Scrope, Esq., M.P., *App. p.* 333—Sketch of a system of poor colonies for employment of labourers, and reclamation of waste lands in Ireland, by Winston Barron, Esq., M.P., *App. p.* 336.

See also *Reclaiming Bog Lands*.

APPENDIX.

SOCIETY FOR THE IMPROVEMENT OF IRELAND.

A PUBLIC meeting was held on Wednesday in the Music Hall, for the purpose of petitioning the House of Commons for an advance of three millions sterling, out of the Consolidated Fund of the United Kingdom, to be applied in the shape of loans, the repayment of which, with moderate interest, to be secured on Public Works, together with a moderate sinking fund; and the other portion to be given as a free grant in aid of the Irish population, to meet in some degree the present alarming scarcity from the general failure of the potato crop.

The advertisement convening the meeting further explained the object of the demonstration to be, the presentation of a petition to the Legislature, to obtain from it the sum of three millions for the present exigencies, to employ the people at this momentous crisis of impending famine, and to call for an annual advance of two and a half millions, in aid of the railways of Ireland, drainage, and reclamation of lands, improvement of the deep-sea fisheries, and the working of Irish mines, pursuant to a recommendation of a Parliamentary Report.

At two o'clock the Chair was taken by the

Right Hon. the LORD MAYOR.

Amongst those present on the platform, we observed the following gentlemen:—

Mr. Bermingham, Mr. Guinness, Mr. Dwyer, Q. C.; Mr. Daniel Stack, Barrister-at-Law; Mr. John Reynolds, Town-Councillor; Mr. David Daly, Mr. McDermott, Barrister-at-Law; Mr. D. C. Brady, Mr. Fogarty, Town-Councillor; Mr. David Daly, Jun.; Mr. Massey, Mr. Dixon, Mr. William Dowling, Mr. McDonnell, Mr. F. W. Cusack,

Barrister-at-Law; Mr. Pierce Nagle, Mr. M. Scannton, Mr. Luke Duff, Solicitor; Mr. William J. O'Driscoll, Mr. Thomas Dixon, Abeline; Mr. Carew, Mr. James Phillips, Barrister-at-Law; Mr. John J. Wilmott, Mr. Cusaek, Barrister-at-Law; Mr. Classon, Mr. Shaw, Mr. R. Preece, Mr. John M'Donnell, Colonel Charles Fitzgerald, Robert R. Guinness, Bank Director; Richard Barrett, Matthew O'Donnell, Barrister.

Mr. James Dwyer, Q. C., came forward, and said, that Mr. Berningham was the gentleman who had called the Meeting, at the request of several of the leading men of Ireland, the object of which was to advance the trade and the industry of Ireland, to raise the condition of the poor, and give to the artisan food, employment, and equality, such as were enjoyed by the workmen of other countries.

Mr. Berningham concluded by moving the resolution (for which see page 7.)

The resolution was seconded by Mr. M'Donnell, and carried unanimously.

Mr. Berningham said he should apologise for having taken such a step at a time when the Assizes were coming on; but an expression of public opinion was absolutely necessary at that period. They were arrived at a period when men should speak out, and improve the condition of the labouring classes, and the honest artisan, to whom all the nobility should look for support; for the nobility raised nothing from the earth; it was the artisan who did so; and it was held important that active steps should be taken to prevent the threatened calamity, from a failure in the potato crop, the food of the poor countrymen, half of which has been destroyed. Therefore, he was justified in calling upon them to see how the plague could be stayed; and stayed it could be by the measure which he desired to propose. The people of England nobly gave twenty millions to free the black population of Jamaica. Lord Stanley proposed one night in his place in the House of Commons that five millions be lent to the slave-owners to induce them to give up the use of the bone and sinews of the slaves; he withdrew that proposition, and within a fortnight carried a grant of twenty millions [hear, hear]. He was told that one hundred thousand pounds had been voted by the British Parliament to assist the Irish in their distress. He had also heard that there was a grant of £50,000 for fisheries and piers. All these things were right, but the grants were inadequate, and if the pressure did come, they should endeavour to be prepared for it. Those who joined him upon that occasion,

had, like him, but one object to gratify. He knew that Mr. Dwyer had but a single object, and he knew that he himself had but one object also. Let petitions to parliament be prepared; let their members be called upon to speak out—to attend at their posts in parliament, and give the Irish that which was their right, their true and legitimate right, and not alms, as had been stated by one journal which circulated through Europe, and which had sent a commission to Ireland to examine into the relations between landlord and tenant. And glad was he that these relations should be inquired into; but it should be done in a spirit of charity, and the Commissioner should not dip his pen in gall in detailing the wants of the country. The paper to which he referred had dared—yes, dared to send forth to the world that the landlords of Ireland were seeking for alms to feed their own poor, instead of maintaining those poor themselves. That was not true. He was prepared to refer to documents, if necessary, to prove that this was untrue. He would not seek a shorter word than that which he had used to express his feelings, though he would be justified in applying the term, but he would say that the statement was not true. He had published a book in reference to these matters, which had been followed by a much more able work by Mr. John O'Connell. These books contained facts which shewed that they had not been getting alms from England, and if the account were settled, he could assure the Imperial Treasury that the balance was in favour of Ireland.

Mr. James Dwyer, Q. C., next addressed the meeting. He said it had devolved on him to move the next resolution. The resolution was one which, he had no doubt, would be responded to by that meeting with heartfelt applause. It was a resolution of thanks to the gentleman they had just heard, for calling that meeting, for persevering for twenty years, to his own knowledge, to raise up the industry of Ireland—to succour their artisans and their peasantry, and for endeavouring to compel England to give Ireland justice [choers]. When he said “to compel England to give justice to Ireland,” he meant to say, that they were entitled by that solemn contract whereby, in 1835, the English government bound themselves to give three millions of money to encourage the native industry of Ireland [hear]; not one penny of which ever was given for such a purpose. They bound themselves likewise to give two and a half millions annually for the promotion of Irish manufacture, trade, and commerce, not a farthing of which Ireland ever received [hear, hear]. He would ask them, was that justice to Ireland? [no, no]. When he got up to move a vote of thanks to Mr.

Bermingham, who, to his own knowledge, in the year 1837, paid out of his own pocket £2000 to engineers to make surveys on railways—when he knew him for a length of years endeavouring to wring from English ministers those rights to which Ireland was entitled—he felt it was grateful to their Irish hearts to render to him their best thanks, especially because his example would stimulate others to come forward at the present time, and endeavour to procure for Ireland what she was entitled to—food, employment, and equality with England [loud cheers]—and without that equality, there was not a fair union [hear, hear, and cheers]. He did not hesitate to say, that Ireland was entitled to equality with England, and that without equality she would never enjoy happiness [hear, hear]. Perhaps he was trespassing on their time [cries of “no, no”], perhaps he might appear tedious, but all he could say was, that his heart beat strongly for his country [loud cheers]. They would, he hoped, forgive him, but he had been labouring for the last two months under a heavy illness. He came there that day, notwithstanding, to speak for his country, as he thought he should join with them in calling for a fulfilment of the pledges given them, of their getting a sum of two and a half millions of money, to which they were entitled in aid of the industry of their country [hear, hear, and cheers]. What a benefit, he would ask the meeting, would it have been to Ireland had that money been given to her at the time it was promised; what a country she would now be, instead of what she was at present? Although the English ministers were at present inclined to do something for Ireland, he regretted to say, that from 1835 up to the present day, they had done nothing whatever for her, except the great public measures for imperial greatness, and some acts for Ireland, and £150,000 to the Drogheda Railway, which was repaid. They deserved credit for these [hear, hear]. They were under the apprehension of a famine throughout the country, and he would have the ministers come forward to relieve it without loss of time [hear, hear]. They came forward in contempt and mockery, as if they had not public men of their own; he thanked God they had. They had a Lord Mayor.—One cheer more!—Give me your hand, my Lord. [Here the learned gentleman shook his lordship cordially by the hand.] He repeated that he thanked God they had a Lord Mayor who did not shrink at that moment in coming forward to preside over a meeting of his fellow-countrymen. Thank God, that gentleman of independent feeling and fortune had come forward to support the movement, for it would be, indeed, a mockery if they had called on a

ministry to ask parliament for £2,500,000, and had no one—no Lord Mayor—to take the chair. But what would be said when it was known that the Lord Mayor of Dublin had presided, and that the meeting was most respectably attended? [hear, hear]. The day had come for the regeneration of Ireland; for Irishmen of all creeds and politics were forgetting their differences, and coming forward in one grand arch of peace, to vindicate the rights of their country [cheers]. They had assembled there that day in large numbers, upon a short notice, to represent her interests; and could they any way despair? No! despair was vanished, and, like the man spoken of in *Æsop's Fables*, they were determined to put their shoulders to the wheel of the cart, and push it out of the rut. They would put their shoulders to Ireland, and push her through her difficulties [hear, hear]. With the help of God, and the assistance of the Lord Mayor, Mr. Bermingham, Mr. Guinness, and such men, Ireland would be taken out of the rut; and he (Mr. Dwyer) would tell the prime minister of England, no matter whether he be Whig or Tory, she should have her rights, and have an annual grant of £2,500,000 to accomplish their restoration [cheers]. They had a charter to warrant them in obtaining those rights—the Blue Book—referred to by his esteemed friend, Mr. Bermingham; and by it the tradesmen of Ireland should get employment, and be well paid for it [hear, and applause]. He (Mr. Dwyer) was informed that he was trespassing at too great a length upon the meeting, and they would be happy to hear that he was nearly finished; he could not, however, sit down without saying a word or two more [hear].—Gracious God, when he only considered what a prospect that was before his country when she obtained justice, he was astounded. In proof of it he would allude briefly to one subject, which would at once bring the truth of his assertion home to every breast [hear]. At this moment their noble fisheries were wholly neglected, whilst no less a sum than £100,000 was sent to Scotland annually to purchase fish—to purchase a commodity with which their own coast was teeming. What was the cause of this? Because their fishermen were poor, and had no boats and no fishing-tackle. I hear it was to cure this evil they wanted the money, and when they got it and had fisheries and railroads established and at work, they would be enabled to have the finest fish of all descriptions in Dublin at a nominal price [cheers]. They would then procure a turbot, for which Mr. Green of William-street would now charge them a guinea, for a half-crown [great cheering]. What right, he would ask, had England to rob them of the

treasures of the deep? What right had she to keep from the artizan what nature intended for him? Why should a poor tradesman not have the benefit of purchasing a pair of splendid soles for six pence, for which he would now pay three or four shillings? If the object of that meeting was but once carried out, they would have the Irish mind developed and the people employed. They would then see the men of Tipperary living in a state of happiness with their families, instead of being daily brought to the gibbet, to misery, and to exile [cheers]. He (Mr. Dwyer) had often seen those men (when on circuit), and their families, driven from their homes, where their forefathers had resided for a century, and ejected for nonpayment of rent; and that non-payment owing to the want of employment [hear, hear]. On one occasion he saw a family of sixteen persons thrown out upon the high road, who lived under their landlord and paid their rent for fifty years regularly. He saw the father in desperation, and the mother mourning over her helpless children, who were deprived of a shelter by the officers of the law. And why was this done? Because the poor creatures had no money to pay the rent, and no means of earning it. But if the Government would only make the advances proposed, such a state of things would never again exist [hear, hear]. An eloquent countryman of theirs, who was then fighting their battles in Parliament, had often said, "that if justice was to be done to Ireland, her green hills and her fertile valleys would re-echo the song of plenty, of liberty" [cheers]. He had said so, and had spoken truly; and they were deeply indebted to him for what he had done. And he (Mr. Dwyer) would also take the opportunity of expressing his thanks to Mr. Classon, who had gratuitously lent them that Hall for their meeting [hear, hear]. For the past six months that gentleman (Mr. Classon) had been working for Ireland [cheers], and was at that moment about forming a company for the reclaiming of bogs, to obtain for his fellow-countrymen cheap fuel. They were all aware that coal, during the winter, had been so high as thirty-six shillings per ton; but he was happy to say that they were not likely again to be called on to pay such a price, as the company about to be formed by his friend would be enabled to supply fuel of equal value at a third of the price [cheers]. Such were their prospects, and could they despair? No, they could not and would not despair when they saw the aristocracy and gentry of all classes, and, above all, the ladies of Ireland, rallying round them [cheers], for there never was a cause failed which was supported by the fair sex [hear]. He (Mr. Dwyer) was happy to say

that their monarch was a lady, and one who had vindicated in her person the rights of her people. She came upon the throne at the age of eighteen years, and she had Whigs and Tories to deal with, and yet she dealt with them firmly, always respecting the constitution which placed her upon that throne, and she was invariably guided in her conduct by the principles of impartial justice, which gained for her the love and admiration of all her subjects [cheers]. He (Mr. Dwyer) was afraid he had already exhausted the meeting, and he knew he had exhausted himself, and he would therefore sit down in a few moments. He could not, however, do so without proposing a vote of thanks to Mr. Bermingham, who was principally instrumental in bringing them together that day; and on behalf of the committee proposed, that he should be presented with a silver salver value £100; and he deserved it, for he paid in 1837 out of his own pocket for the public cause in railways [great applause]. Such men were wanting—not men who spent their Irish fortunes in England, but such men as the Association were composed of [cheers]. They had several noblemen, and many of the gentry of all classes and creeds, supporting them in obtaining for Ireland their hereditary rights; in fact, they had now such 'an Irish party formed, that he (Mr. Dwyer) sincerely believed that for the future every thing like disunion would be buried in oblivion [loud cheers]. They had Whigs, Tories, Catholics, and Protestants, fighting side by side, and they could not therefore fail [hear, hear, and long-continued cheering]. They had the Lord Massareene, and several other noblemen of opposite principles. He hoped he would see Mr. O'Connell and Mr. Grogan acting together in this Society. Of Mr. O'Connell it was unnecessary for him to speak, as he was known over the world as that man who had broken the shackles from his Roman Catholic fellow-countrymen, and made them free, by putting them upon an equality with their Protestant fellow-countrymen [cheers]. Did they not mark Mr. Gregory's conduct on a recent debate? Did they not see that he came forward to support the minister in his liberal measures? He would mention a few more of those who desired to raise Ireland from her prostrate position to that which she sought to hold. Then came one who was liberal all his life, and with whom he fought at the election of Tipperary in 1840—Mr. Wyse, the member for Waterford, who was at the head of every literary society in Europe. After him came Edward Grogan. Then followed many of the leading merchants, headed by the Lord Mayor: and not one penny was paid by the poor, or would be asked

from them ; every thing was paid by persons of fortune, that they might have the privilege of working for Ireland, and a great privilege it was. He said this as a working man ; for he was a barrister, created that Term—by the selection of one of the highest judges in the land, a man who loved the purity of justice (Sir Edward Sugden, Lord Chancellor of Ireland)—one of Her Majesty's Counsel, without solicitation or seeking. He did not say this by way of boast—God forbid he should, for the hand of sickness had been heavy on him ever since he appeared that day in Court ; and he was in that Hall upon the present occasion contrary to the advice of his medical advisers, Sir Henry Marsh, and another gentleman, who was there that day. He could not and would not be prevented from attending that meeting ; for he would die for Ireland—or, as one to whom he before alluded (O'Connell) said, he would live for Ireland [cheers]. He hoped in God that day would be better to him than all the physie of the doctors ; he declared, without meaning any offence to his medical friends, that he would rather have the cheers of his fellow-countrymen than all the bottles in the world [laughter] ; and although Sir Henry Marsh told him that if he came to the meeting he would not be the better of it for a year, he was sure that he would be better than ever he was next day. He would illustrate the words of Shakspeare, and “ throw physie to the dogs ” [laughter and cheers]. He was reminded of the lines of one of the finest Scotch poets—he wished to God that poet had been an Irishman and not a Scotchman ; he did not say this in disparagement of the Scotch, there were some of them very good, although there were some of them flinty-hearted ; and one of those flinty-hearted Scotchmen was Joe Hume, whose economy stood in the way of Ireland ; for whenever a grant of £100,000 was proposed to Ireland, up got Joe Hume and said, “ Why give a hundred *thousand* pounds to Ireland ? What did Ireland ever do ? ” —[laughter.] If he were in parliament—and only that he had “ fallen into the vale of years ” he would be there, to tell him what Ireland had done—he would tell him that Ireland had fought and bled for England, for the empire, for the glory of Britain ; and that she had been very badly repaid for her manifold services ; nay, more, that he would not be there that day like a mendicant, begging for a grant of money, if England did her duty towards Ireland. And he would tell Joe Hume these things to his teeth ; in his own broad brogue, and a very good brogue he had, for he was a Tipperary man—his father was a Tipperary man—his mother was a Tipperary man [great laughter]—they were all Tipperary people ; and he was very proud in

being told, in a most kind whisper, that the Lord Mayor pleaded guilty to the same impeachment [cheers and laughter]. They had in connexion with them men of all classes—Whig, Radical, Tory, Conservative. They had one of the purest-miuded men in Ireland, of great wealth, and one of the first merchants in the city, and he was proud to say, his near connection [cheers], Mr. Mac Donnell, one of the Directors of the Bank of Ireland, who told him that he would be present at the meeting. They would have a Director of the Midland Railway, James Perry, who was well known as one of the best employers in the city, although he belonged to the Society of Quakers, who wore a hat with a broad brim, and a coat with a curious cut, yet had Irish hearts beating within their bosoms [cheers]. Next came John Eunis, who was worth nearly half a million of money [hear, hear, hear]. They hoped to have him, with 160 men of that stamp, to found the Society which was to advance the interests of Ireland. Had they not strong and ardent hopes for their country [loud cheers]. He would conclude in the beautiful lines of Burns, speaking of his countrymen, who were, like the Irish, ground down to the earth by poverty. He said—

“ See yonder poor o'erlaboured wight,
So abject, mean, and vile,
Who begs a brother of the earth
To give him leave to toil.”

The concluding lines were true as related to this country :

“ And see his lordly brother worn
The poor petition scorn—
Unheeding, tho' a weeping wife
And helpless children mourn.”

[Great cheering.]

The learned gentleman, who sunk exhausted, concluded by moving the resolution.

It was seconded by J. M'Dermott, Esq., and passed unanimously.

Mr. D. Stack, Barrister, moved the next resolution, which was seconded by Mr. Guinness, and unanimously adopted. (Petition to Mr. Wyse.)

Mr. O'Driscoll, Barrister, in an able and eloquent speech, proposed the next resolution, to the effect that the members of the city and county, and all other members who felt anxious for the prosperity of Ireland, should support the prayer of the petition.

The motion was seconded by Colonel Fitzgerald, and carried unanimously.

Mr. David Daly rose to move the next resolution. He said there was one matter which had been alluded to already, and which, he thought, needed explanation. He denied that they were asking money from the English people; he denied they were asking money from the English Treasury or from the Exchequer. He would say, on the contrary, that the Irish people were calling for pecuniary assistance from their own Treasury and from their own Exchequer. He asserted that they, as Irishmen, had deposited and laid money in their own Irish Treasury or Exchequer; but that Treasury and Exchequer, however, happened to be placed in Downing-street [bear, and laughter]; and they only intended to draw out from their own Treasury the money they had deposited there. He considered that the English and Irish were co-partners in the Treasury [hear]. The English had lodged money there and so had the Irish: but it happened that the English had drawn more money from the national Treasury than they were entitled to draw [cheers, and laughter]. They were to hope that, at least, the Irish people would be allowed to become partners. Each in common had placed their funds in the Treasury, and each had a right to the use of their legitimate share in the common fund. If they refused to give them their share, he would tell them that he would insist upon it—he would have it [cheers]. He had drawn up a resolution, which he proposed.

The resolution was seconded by Mr. Comyns, and passed unanimously.

Mr. Dixon, of Abeline, county of Dublin, moved the next resolution, conveying the thanks of the meeting to the late Secretary for Ireland. He said, my friend, Mr. Dwyer, has this moment put a resolution into my hands, and requested me to make a few remarks upon it; but can he expect, after the bright display of oratorical and intellectual power whereby he has enraptured and astonished this assembly, that I can venture to utter one word? I fear there is a spice of vanity in his request. He perceives, with his wonted acumen, that even bright things grow brighter still when contrasted with opaque substances; but be it so. Mr. Dixon here read the resolution, which passed a vote of thanks to Sir Thomas Fremantle; and observed, that he was satisfied nothing could exceed the deep and intense anxiety felt by that honourable gentleman to subserve the best interests of Ireland; and he could not confer a higher compliment on him, than by contrasting his conduct with the conduct and measures of those who had ruled Ireland for the last fifty

years. It has been said, proceeded the speaker, that he who willfully kills one man is a murderer, while he who murders a million is a hero. And, I ask, has not this latter sentiment, or something very like it, been echoed by our rulers, Whig and Tory, for the last half-century? Can they be ignorant of the fact, that famine is and long has been doing its deadly work upon the Irish population, more slowly, it may be, yet as effectually as if war had drenched your green fields with blood? When man would inflict upon his fellow-man the highest possible amount of human suffering, it is not his wont to employ the sword, the guillotine, or the gallows, but some slow and lingering torture, which makes the victim feel a thousand deaths ere he realizes one. I am not dealing in hyperbole. Consult the first medical authorities, and you will find that, in seasons more favourable than this, a vast number of the Irish peasantry die, if not from direct famine, yet from the diseases of which want is the inevitable precursor. Consumption itself does not at once despatch its victim any more than that slow famine, which is the most distressing, because the most lingering of all consumptions. And is this a state of things for which I am to be told there is no remedy? Does not the admitted fact, that while Ireland is, perhaps, the most fruitful country in the world, her population is the most wretched, afford in itself damning proof that there must be something fearfully wrong in the policy of our rulers? For a moment let us glance at the state of other countries. And here I pass by the least civilized nations of Europe, some of them half feudal and half military in their governments, and others purely despotic, as I suppose no one would think of comparing the condition of the semi-slave of Russia, or of the over-fed Hungarian serf, with that of any portion of our labouring people; and I proceed to those wretched regions of vice and ignorance which are peopled by the miserable dupes of the mighty cheat of Mecca, and who, it has been said, combine the intellect of the oyster and the industry of the sloth with the sensuality of the brute. I at once dare the dangers, and encounter the desolations of eventful Syria; I descend into the rude cells of the benighted Greek and savage Mussulman, and glance at the more ephemeral dwelling-place of the restless Arab; and then survey the dismal abode of that sad and sullen thing, the Judean Jew;—and I yet find no actual hunger—no want, like that endured by the martyr of Mayo. Even the motley tribes which inhabit the heaven-blasted “hills which stand about Jerusalem,” are neither pressed to earth by an insupportable load of taxation, nor is

their substance devoured by that worst of all locusts—the absentee landlord-[cheers]. They are not doomed to starve or die in the midst of plenty which they dare not eat. No; they are at least permitted to consume the scanty fruits of their own scantier labour; and may well exclaim with the sainted psalmist of Israel, “Let us fall into the hands of God, and not into the hands of man” [cheers]. Then, crossing the Levant, I glance at the semi-barbarous population of ancient Egypt, ruled as they are by the iron band of the infidel despot Mehemet Ali, and I find, again, that even they have reason to rejoice, if not that they first breathed upon the banks of Nile, at least that they were cradled not in Connaught [cheers]. But though the privations of the Irish poor are as unprecedented as they are intense, the great question still remains, has the British Government the power to alleviate or remove them? And here need I waste your time by again adverting to the inexhaustible resources of your own country, and which her own wealth and industry, if rightly directed, would unfold? Is it not patent as the light of day, that your bogs and waste lands, your fisheries and railways, your coal and iron mines, when viewed in connexion with a water-power which is calculated to confer benefits on the manufacturer of the highest order—I ask, can it be for a moment doubted, that with these advantages every able-bodied man in Ireland may be employed at a fair and reasonable rate of wages? Indeed, our difficulty is not so much in demonstrating that the field of enterprise is vast and inviting, as it is in making the best selection from the crowd of objects which demand attention. Nor is there a moment to be lost. Should our fears respecting the potato crop be realized to their full extent, the Government, by employing the people, will rescue thousands from a premature grave; and even if matters turn out better than is expected, they will only have done that which it was their duty to have done long ago. Let private companies be encouraged, first by granting them Acts of Parliament, or charters, at the public expense; and then by advancing them loans, in all cases where, from the nature of the undertaking, there may be fair and reasonable proof that the money will ultimately be repaid; and they should do this not exactly on the pound of flesh principle—not with the cold calculating caution of the soul-less Jew-jobber, but with that promptitude and liberality which the exigency demands [much cheering]. But, my Lord, if our rulers, Whig and Tory, have hitherto sadly neglected their duty to the people, is there not another party whose unaccountable and, might not I add, suicidal apathy demands a word? I refer to the Irish

landowner. "Duller must lie be than the fat weed that rots on Lethe's wharf," if he does not see that the days of the Corn Law are numbered; and that the time cannot be far distant when he will have to compete on equal ground with every corn-growing country in the world. But if protective duties will no longer save him, I can tell you what will—a home market! And how, it will be asked, are we to create a home market? I answer, by employing the people at such a reasonable rate of wages as will enable them to give a better price for bread-corn (the ports being open) than it will bring after paying all shipping and other charges in England or elsewhere. The Irish landlord should never lose sight of the fact, that it costs 20 per cent., including merchant's profits, freight, and insurance, and all the various expenses to transmit grain from the interior of this country to England; and why has England been the best market in the world for grain? Because her manufactories have furnished employment for her people at such wages as enabled them not only to consume her own corn, but to give a higher price for much of that produced in other countries (even after paying freight and duty) than it would bring at home. Methinks our present position, however alarming it may appear, has a natural tendency to bring about the most desirable results [hear, hear]. Speculation is on the alert. The cry of famine cannot be much longer suppressed; and the Government will be compelled, however reluctantly, to exert all its energies to open up effectual and, I trust, permanent sources of employment for the people [cheers]; and can any one be so blind as not to see that any benefit which the Irish labourer may derive from additional employment and increased wages, will most materially benefit the Irish landlords? I therefore emphatically ask, why do not these gentlemen join us in forcing this subject upon the attention of Her Majesty's ministers? If they have no mercy on others, at least let them look to themselves [hear]. This is no question of a party or polemical nature: let us meet on the common ground of humanity, which, after all, is the only solid ground on which our prosperity, national and individual, can be based [cheers]. Indeed, I wish we were at peace among ourselves. I am anxious to see the Catholic and Protestant mixing together, not only in their mercantile and professional avocations, but also in the social walks of life. Before we go abroad to mend the condition of our poorer neighbours, let us try to do a little at home. If we cannot think alike on political or polemical subjects, let us at least all bow before the benign and beautiful sceptre of that queen of graces—Bible

charity [much cheering]. This, I am more than ever convinced, is one of the first steps to be taken towards the moral and physical regeneration of our common country. I am not, let it be remembered, asking our landed gentry to become *repealers*. Nay, even admitting the Legislative Union to be, *per se*, a good, will any one at all acquainted with the financial history of England and Ireland, from the year 1800 to 1816, deny that the imperial parliament during that interval inflicted a gigantic evil on this unhappy country? and that the financial policy of England since the latter period has been ruinously oppressive towards what is not very appropriately termed the sister country? If time permitted, this might be demonstrated with mathematical certainty; but I need only say, that in 1800 our debt amounted to little more than one-eighteenth of England's liabilities, and that the union minister of the day nevertheless charged this country with about one-eighth of the expenses of the United Kingdom; thereby reducing Ireland, by the year 1816, according to his theory, to a state of bankruptcy. Nor can I doubt that we pay at this moment a tenth of the imperial expenses; though I admit there is much difficulty in proving this, from the fact that an immense amount is paid for duties in England on goods consumed in Ireland. If these things be so, my case is proved; especially when we add to this, that Ireland never had the power to resist or control any measure which England deemed to be subservient to her own selfish ends. I learn from a previous speaker that it has been tauntingly said in an influential quarter, that Ireland is asking *alms* of England. Alms, indeed! On behalf of injured and insulted Ireland, and in the sacred names of outraged truth and justice, I indignantly repudiate the libel; and Saxon though I am, I know that I truly represent the feelings, and echo the sentiments of a proud though prostrate nation, when I say that I despise it. Let England give you only the bare annual interest on the millions of which you were plundered by Pitt, and I promise to burn the begging-box in the biggest bonfire that ever blazed upon the memorable Hill of Tara. Let no one take for granted that a thing is white because the member for Cork calls it black; or good, because the representative of Kilkenny calls it evil. Let us join, if not to repeal the *Union*, at least to repeal the *wrongs* of our common country. I am one of those eclectic, nondescript things which will neither be endorsed by the Tories, ensured by the Whigs, guaranteed by the Radicals, nor underwritten by the Repealers; but I may, perhaps, on that very account be permitted to implore you to lay aside your political and polemical animosities, and to unite in

driving the demon of discord back again to the shades from whence he came. It is more in sorrow than in anger that I have spoken of the party who have too long kept aloof from your counsels; many of them, I know, would aid us if Government led the way, nor do I by any means include them all. No; there are those among the Irish nobility and gentry (and need I refer to a Cloncurry?) [tremendous cheering]. My Lord, proceeded the speaker, it is just as I expected; I perceive that I have moved a chord which, however gently touched, vibrates with thrilling ecstasy through all the veins of the Irish heart. Yes, there are those among the Irish nobility, of whom Ireland may well be proud—who have been taught the momentous moral truth, that, apart from the nobility of soul which alone constitutes true greatness, the coronet is a bauble, the diadem a gew-gaw, and their wearers the most pitiable, if not the most pitied, of all slaves. If, then, you resolve that Ireland shall not be invested with “the attributes of a nation,” if it be your deliberate fiat that she shall continue to be “but a province,” let me at least implore you to resolve, with still firmer purpose, that she *shall not* continue to be a plague-spot and a proverb among the nations of the world [continued cheering].

Mr. Bermingham had great pleasure in seconding the motion, and bearing his testimony to the interest which Sir Thomas Fremantle evinced in the welfare of Ireland.

The resolution was carried.

Mr. R. R. Guinness said it was unnecessary for him to make an apology for appearing at such a meeting [hear, hear]. He knew what it was for, and he knew his friend Mr. Bermingham to have been for a great number of years struggling to have the resources of Ireland developed, for which purpose he not only gave his time, but his money, to a large amount. Now he (Mr. Guinness) was not as yet aware whether they were asking the money from Government as a gift or as a loan.

Mr. Dwyer.—We ask it as a right, under the Report of 1835.

Mr. Guinness continued to say, that no manner in what manner they got it, it was plain that it was badly wanted; and he hoped, therefore, it would be given, and given as soon as possible; for the people of Ireland, during the present season, would want employment badly; and he saw great difficulty in passing through the ensuing summer if some means of relief were not afforded to them immediately [hear, hear]. There were abundant opportunities of spending money advantageously: their mines were unexplored, their land was uncultivated, and their fisheries were

undragged, their railways near ruin [hear, hear]. All these works could be carried on with money, and then the people would not only be paid well, but be able to pay their rents and support themselves very comfortably.

Mr. Guinness moved that the Report of 1835 be printed, and presented to the Lord Lieutenant by a deputation, to be headed by the Lord Mayor.

Mr. Kennedy seconded the motion, which was passed.

Dr. Brady proposed the next resolution.

Mr. Bermingham seconded it, and in doing so observed, that years back Mr. Dwyer had told him, that he hoped to have an opportunity of calling on his countrymen to aid him in such an undertaking [hear, hear]. He (Mr. Bermingham) was the nephew of Henry Grattan, and as a relation of that celebrated Irishman, he had also done what he could for Ireland, and was determined to do so whilst life was left him [cheers].

The motion having been carried, a resolution was adopted, giving the thanks of the meeting to the member for Somersetshire, Mr. Monckton Milnes. It was proposed by Mr. Dwyer, and seconded by Dr. Brady.

One or two other resolutions having passed,

Mr. Guinness was called to the Chair, and the thanks of the meeting having been passed to the Lord Mayor, amidst great cheering, it separated shortly before five o'clock, after giving three cheers for Queen Victoria, and three for Old Ireland.

DEPUTATION TO THE LORD CHANCELLOR.

ON Tuesday, 24th February, 1846, by appointment, a highly respectable Deputation waited on the Lord Chancellor of Ireland, at his house, Stephen's-green, to present his Lordship with the resolution passed unanimously to his Lordship at the public meeting held at the Music-hall, Lower Abbey-street, the Right Hon. the Lord Mayor in the Chair, to petition Parliament for two millions and a half of money annually, to employ the Irish people and forward their industry, pursuant to the Report of a Parliamentary Committee on Public Works in Ireland, dated February, 1835, of whom Sir R. Peel, and most of the present Ministry were Members, and Lord John Russell, Mr. O'Connell, and Mr. Wyse; and which Report, though unanimously received by the House of Commons, has not been acted on since.

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At one o'clock the following gentlemen from the Society were most graciously received by his Lordship: Robert R. Guinness, Esq., Bank Director; Thomas Bermingham, Esq., Caramana, J. P.; Thomas Dixon, Abeline, Newtown Park; James Dwyer, Esq., Q. C., Mountjoy-square; Pierce Nagle, Esq., Annakiskey, Doneraile; David Daly, Esq., Sen., Fitzwilliam-square; David Daly, Esq., Jun.; William Green, Esq., York-street; and N. M. Mansfield, Esq.

Mr. Guinness, the Chairman of the Deputation, then addressed his Lordship, and stated that the Right Hon. the Lord Mayor had affixed his signature as Mayor of the city, and Chairman of the meeting of the 18th, to the resolution passed to his Lordship, and which he then had the honour to present to his Lordship, and his Lordship intended to have headed the Deputation to have had the honour of presenting the resolution to his Lordship, but he was prevented by illness, as his Lordship would see by the following letter just received:

"Mansion-house, 24th February, 1846.

"MY DEAR SIR,—On my return from the Rotundo last night I got a slight attack of gout, which has confined me this day to bed. I regret that it will not be in my power, as intended, to do myself the honour of joining the Deputation to the Right Hon. the Lord Chancellor of Ireland.

"J. KESHAN, Lord Mayor."

Mr. Guinness then read to the Lord Chancellor the resolution passed to him at the public meeting, as follows:

"Proposed by James Dwyer, Esq., Q. C.; seconded by Sir James Murray, Knight; and adopted unanimously:

"RESOLVED,—That a copy of the said Report of 1835, the Resolutions and petition, be likewise presented by a Deputation from the Society for the Improvement of Ireland (including the mover and seconder), in the most respectful manner, to that able, upright, and impartial judge, the Lord Chancellor of Ireland."

Mr. Guinness read the resolution with marked emphasis, and the entire Deputation rose and bowed to his Lordship.

His Lordship appeared much affected, and said he felt profoundly grateful for the good opinion of the meeting. No man felt more anxiety for the welfare of Ireland and her people than he did. His Lordship remarked, that since last Saturday he had carefully read the Report of 1835

(shewing the great interest his Lordship took in the welfare of Ireland), and he did not therein observe any recommendation of a specific sum to be granted to Ireland.

Mr. Dwyer remarked, that his Lordship would find it in the Appendix of Evidence, which, however, was very voluminous.

His Lordship then remarked, that he had no control over the public Treasury, of which they must be well aware; but that he could well believe that pecuniary aid would be most useful to the country. He might express his opinion to that effect, though he was not called upon to do so, nor did the resolution presented to him in so flattering a manner (and which was so gratifying to his feelings) seek to elicit any expression of his opinion upon the contents of the Report. It was not his province to decide on such matters; but, of course, he felt that Ireland was entitled to such aid as the wisdom of the legislature would decide upon. He felt a deep interest for the Irish people, and would be very happy at any matter for their advantage. It was, of course, open to him to express his opinion, and that he would not fail to do in such manner as the subject justified. His Lordship then remarked, that it was gratifying to think that, however other branches of Irish industry might require it, the railways would be perfected with British and Irish capital; at least it so appeared to him. Upon which a Gentleman of the Deputation remarked, that he feared such would not be the case, without the prompt and liberal aid of Government; for, in the instance of the Drogheda railway (then so prosperous), the individual of the Deputation who had the honour of addressing his Lordship, knew, of his own knowledge, that that railway would have utterly failed, or been greatly impeded in its perfection, had not Sir Robert Peel and the present administration, in 1841 or 1842, advanced a sum of £150,000 in aid of that most promising undertaking, which was now at a premium of 60 per cent., and which, at the period of the loan, was at a discount of 40 per cent. He (the individual in question) had the good fortune to suggest to that distinguished and able man, Mr. George A. Hamilton, the chairman of the company, the expediency of applying to Sir Robert Peel for a loan of £150,000, grounded on the principle of the Report of February, 1835. He was happy to say, the application to Sir Robert Peel was promptly attended to. The undertaking was saved, and the enterprise of the country increased and strengthened. Again, in the case of the great Kingstown Company, now at a premium of 130 per cent. over the original cost, his Lordship would find in the Appendix to the Report of 1835, by the evi-

dence of Mr. James Pim, the treasurer of the company, that that magnificent concern would have utterly failed but for the liberal advance of £120,000 by the Board of Works in 1834, the proprietors themselves, at the time of the loan, not having advanced one-third of the sum requisite for the undertaking; the result of which loan was to encourage the Irish and British people to invest largely in its shares. It shortly after the loan raised the value of the stock 40 per cent. discount to 150 premium. Those facts, submitted to his Lordship, demonstrated the vast benefit of public aid in sustaining private enterprise; and it must be gratifying to know, as the fact was, that the loan had been repaid to Government with interest, the property of the proprietors preserved and increased, and railway enterprise fostered and encouraged. They especially pressed on his Lordship that similar principles should now influence the present Administration, as they regretted to state that railway enterprise in Ireland was, with some exceptions, in a prostrate and ruinous condition.

His Lordship reiterated, that he felt most strongly for the good of Ireland, and would feel most happy in forwarding any measure for her benefit.

Upon his Lordship remarking that we are sure of English capital for our Irish railways,

Mr. Bermingham begged to throw in one remark, that however favoured some of the main trunk lines of railways in Ireland may be by capitalists, the distant parts of the country will not have those railways unless assisted by aid from the state; and as to the exact sum of two and a half or three millions sterling not being distinctly named in the Report, it will be found in the evidence, expressly or by implication; but in the Report it is distinctly stated that all loans to Ireland have been amply repaid with a high rate of interest, and have added incalculably to the revenue, and served the country immeasurably; and that the object of all the gentlemen of this Society was to aid the industry of Ireland, and set the people to work.

His Lordship then bowed most graciously and cordially to the Deputation, who withdrew, highly pleased with their reception and the result.

RESOLUTIONS
OF THE GRAND JURIES OF IRELAND, IN FAVOUR OF
THE SOCIETY FOR THE IMPROVEMENT
OF IRELAND.

GRAND JURY, COUNTY OF WATERFORD.

Important Resolution of the Grand Jury of the county of Waterford, assembled in their Grand Jury room, 9th March, 1846.

William Villiers Stuart, M.P., *Foreman*; Sir Richard Keane, Bart., Belmont; Richard Smyth, Ballynatray; Sir H. Barron, M.P., Bart., Belmont; William Christmas, Whitfield; James William Wall, Coolnamuck; Richard Chearnley, Salterbridge; John Keily, Strancally; Arthur Usher, Ballysaggarthmore; Robert Uniacke, Woodhouse; George Meara, Maypark; William Curry, Lismore Castle; Thomas Fitzgerald, Ballynaparka; James Barry, Macollop; Sir John Kennedy; Christopher M. Ussher, Camphire; Maurice Ronayne, Knockaderry; Pierce Marcus Barron, Glenview; James Galway, Glenlodge; George Wyse, Ormond.

Grand Jury Room, Waterford, 9th March, 1846.

A deputation from the Society for the Improvement of Ireland having waited on the Grand Jury of the county of Waterford, and explained to them the objects thereof, to seek "grants and loans" of money from Government in pursuance of a Report of a Committee of the House of Commons, in February, 1835, on Public Works in Ireland of approved utility, and to EMPLOY THE PEOPLE, and the said money, if obtained, to be placed under the Board of Works—

"RESOLVED,—That we approve of the objects of said Society, and consider the present position of Ireland and her enterprise to call for the prompt aid of Government, in pursuance of the recommendation of the said Report of 1835.

"Signed, for self and fellows,

"WILLIAM VILLIERS STUART, M.P., *Foreman*."

GRAND JURY, COUNTY OF TIPPERARY—(SOUTH RIDING).

Tipperary Assizes (South Riding), Clonmel, Monday.—This day, about half-past ten o'clock, the Grand Jury of the South Riding of this county was sworn in by John Trant, Esq., D. L., Dovea, who was accompanied by the Under-Sheriff, S. Going, Esq. The following gentlemen were sworn on the Grand Jury :

The Hon. C. O'Callaghan, Shanbally Castle ; John Bagwell, Marlfield ; Lieutenant-Colonel William Purefoy, Greenfield ; Matthew Pennefather, Newpark ; Ambrose Going, Ballyphilip ; Laurence Creagh, Castlepark ; Stephen Moore, Barn ; William Quin, Loughloher Castle ; Samuel Perry, Barona ; Richard Butler H. Lowe, Kenelworth ; Thomas B. Barton, Grove ; Hugh Baker, Lismacue ; Stephen O'Meagher, Kilmoyler ; Samuel W. Barton, Rochestown House ; Joseph Cooke, Cordangan ; Henry Langley, Coalbrook ; Charles Clarke, Craignoe Park ; James Archer Butler, Garnavella ; Thomas Lalor, Cregg House ; Godfrey Taylor, Annsgift ; Matthew R. Millet, Kyle ; Lorenzo H. Jephson, Carrick House.

SOCIETY FOR THE IMPROVEMENT OF IRELAND.

The following Resolution was unanimously adopted by the Grand Jury of Tipperary (South Riding), the Honourable Cornelius O'Callaghan, Foreman, in favour of the Society for the Improvement of Ireland, irrespective of sect or party :

Grand Jury Room, Clonmel, 10th March, 1846.

A deputation from the Society for the Improvement of Ireland having waited on the Grand Jury of the county of Tipperary (South Riding), and explained to them the objects thereof, to seek grants and loans of Money from Government, in pursuance of a Report of a Committee of the House of Commons in February, 1835, on Public Works in Ireland, for the furtherance of Irish industry, and public works of approved utility, and to employ the people, and the said money, if obtained, to be placed under the Board of Works in Ireland, with the approbation of the Government of the country—

“RESOLVED,—That we approve of such the objects of said Society, and consider the present position of Ireland and her enterprize, to call for the prompt aid of Government in pursuance of the recommendation of the said Report of 1835, signed by most of the present ministry, and by the leading members of the Opposition, including Lord John Russell, Mr. O’Connell, and Mr. Wyse, &c. &c.

“C. O’CALLAGHAN, *Foreman.*”

GRAND JURY, CITY OF LIMERICK.

The following important Resolution was passed by the Grand Jury of Limerick, John O’Brien, Esq., M. P., Foreman, in favour of the Society for the Improvement of Ireland:

“GENTLEMEN,—The Foreman of the Limerick Grand Jury has much pleasure in enclosing the Resolution of the Grand Jury, a copy of which has been forwarded to His Excellency the Lord Lieutenant, by this post.

“*To the Committee for the Improvement of Ireland,
“ ‘9, Holles-street, Dublin.*

““CITY OF LIMERICK GRAND JURY, SPRING ASSIZES, 1846.

““RESOLVED UNANIMOUSLY,—That the Grand Jury highly approve of the Society for the Improvement of Ireland, baving for its objects the promotion of Irish industry, and the employment of her people, and to obtain from Government loans and grants in aid thereof, to be administered through the agency of the Board of Public Works, in pursuance of the recommendation of a Report of the House of Commons, on Public Works in Ireland, adopted unanimously, in 1835, and signed by most of the present ministers, and by the leading members of the present Opposition; and we sincerely wish success to the Society for the Improvement of Ireland, in furtherance of the above.

““Signed, for self and fellows,

““JOHN O’BRIEN, M. P., *Foreman.*”

““*March 18.*”

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GRAND JURY, CITY OF KILKENNY.

The Grand Jury of the City of Kilkenny, assembled at Spring Assizes, 1846, John M'Craith, Esq., Foreman, having been waited upon by a Deputation from said Society, and the objects of said Society, as stated in the published Resolutions of a public meeting, held at the Music Hall, in the City of Dublin, the Right Hon. the Lord Mayor in the chair, having been fully explained to the Grand Jury—to seek for the benefit of Ireland, through the Board of Works, or some other properly constituted authority, under the control of Parliament, advances and loans of money from the Government, in pursuance of a Report of a Committee of the House of Commons appointed in February, 1835, on Public Works in Ireland, for the furtherance of Irish industry, her mines, her deep-sea fisheries, the reclamation of her bogs and waste lands, the construction of approved lines of railway, public works, canals, and the opening and improvement of inland navigation—the advances by the State to be aided by the subscriptions of private enterprise, as recommended by the Report of the House of Commons, 1835, and to promote the employment of the labouring classes in Ireland, and, by so doing, promote peace, order, and contentment amongst the people of this country, and great resulting benefit to the empire at large—

“ Grand Jury Room, Kilkenny, 16th March, 1846.

“RESOLVED UNANIMOUSLY,—That we highly approve of such the objects of said Society (combining all classes of Irishmen, irrespective of politics, for the general good); and we are of opinion that the present most critical position of Irish enterprise in railways and otherwise, and the destitution of the people, and want of employment for the labouring classes, together with apprehended famine from the now certain failure of the potato crop, imperatively demand the prompt attention of the Legislature and the Government, so as that immediate relief be afforded to avert that wide-spread ruin and desolation which must be the consequence of the neglect by the Legislature and the Government at the present awful juncture in this country; and we feel bound to declare, that all classes of Irishmen should come forward in aid of ‘A Society for the Improvement of Ireland,’ which seeks through the legitimate channel of the Constitution, to save the en-

terprise of Ireland from ruin, and to promote the employment of her people, in pursuance of a Report of the House of Commons, solemnly agreed to, and signed by most of the present Administration, and by Lord John Russell, and the leading members of the Opposition.

“Signed,

“John M'Craith, *Foreman*.
 “George P. Helsham.
 “Richard Sullivan.
 “Edward Smithwick, *Alderman*.
 “Henry Lloyd.
 “Henry Potter, *Alderman*.
 “William P. Leech.
 “Alexander Colles.
 “Thomas Hart, *Alderman*.
 “James Sullivan.
 “Daniel Smithwick.
 “Abraham Denroche.
 “Robert Gosling.
 “Cornelius Maxwell.
 “Owen O'Callaghan.
 “William Jones.
 “James Cumerford.
 “Henry M'Crecry.
 “John Potter.
 “William Lauder.
 “Joseph Empson.
 “Joseph Wright.
 “William Lanigan.”

At a meeting of the Committee of the Society for the Improvement of Ireland, held at temporary rooms, 9, Holles-street, Dublin, 19th March, Thomas Bermingham, Esq., J. P., Caramana, Co. Galway, in the chair, important resolution from the City of Kilkenny, received, read, ordered—That it be published, and also inserted on the Minutes.

Alderman Joseph Hacket, Mayor of Kilkenny, and Edmund Byrne, Esq., late Sub-Sheriff of Kilkenny, were proposed as Members of the Society, by James Dwyer, Esq., Q. C., on circuit; seconded by David Daly, Esq. Passed unanimously.

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GRAND JURY, CITY OF CORK.

SPRING ASSIZES RESOLUTION.—March, 1846.

The following Resolution was unanimously adopted on Wednesday, the 18th March, by the Grand Jury of the City of Cork, Samuel Lane, Esq., Foreman, expressive of their approval of the Society for the Improvement of Ireland, irrespective of politics or party :

“RESOLVED,—That we approve of the Society for the Improvement of Ireland, and, considering it well calculated to be beneficial to the country, WE SINCERELY WISH IT PROSPERITY.

“Signed,

“Samuel Lane, *Foreman*.”

“Sir Thomas Deane.

“James Morrogh.

“Thomas S. Reeves.

“James Murphy.

“F. B. Beamish.

“A. J. Wood.

“Thomas Lyons.

“Daniel Murphy.

“W. J. Sheehy.

“T. R. Bourke.

“Robert Carr.

“John Leahy.

“John Gould.

“W. L. Perrier.

“W. Fagan.

“Richard Coppinger.

“Charles Sugrue.

“Henry Hardy.

“James E. Leslie.

“Isaac Morgan.

“John Perrott-

“Ebenezer Pike.”

GRAND JURY, COUNTY OF TIPPERARY.—(NORTH RIDING).

 TIPPERARY NORTH RIDING, SPRING ASSIZES, 1846.

A Deputation from the Society for the Improvement of Ireland having explained to the Grand Jury the general objects contemplated by the Society, viz., to seek grants and loans of money from the Government, in pursuance of a Report of a Committee of the House of Commons, in February, 1835, to be expended on Public Works in Ireland, tending to afford increased employment to the labouring classes, the money so obtained to be at the disposal of the Commissioners of Public Works in Ireland—

“RESOLVED,—That we, highly approving of the general objects of the Society referred to, as they have been explained to us by James Dwyer, Esq., Q. C., do earnestly press upon the Government the consideration of the present wants of Ireland, and the claims of the country to prompt aid being extended to it, by such measures as are for the general benefit, and especially those in pursuance of the recommendation of the said Report of 1835.

“Signed, for self and fellow Jurors,

“F. A. PRITIE, *Foreman.*”

 GRAND JURY, COUNTY OF GALWAY.

 SPRING ASSIZES, 1846.

Thomas Martin, Esq., M. P., *Foreman*; Honourable S. P. Vercker, Loughcouter Castle; Honourable Anthony A. Nugent, Pallas; Honourable Denis Daly, Dunsandle; Sir Joseph Burke, Bart., Glinsk; Sir M. D. Bellew, Mountbellew; Thomas Burke, Marble Hill; Thomas N. Redington, M. P., Kilcornan; Stephen St. George, Headford Castle; Denis H. Kelly, Castlekelly; Robert French, Monivea; John Martyn, Tullyra; John Eyre, Eyrecourt Castle; Robert Bodkin, Annagh; Michael J. Browne, Moyne; Burton Persse, Moyode Castle; James Martyn, Ross House; Walter Lawrence, Belleview; Edmund Blake, Castlegrove; F. Manly Shaw Taylor, Castle Taylor; Robert D'Arcy, Woodville; Andrew W. Blake, Furbo; Charles Lynch, Peterborough.

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The following is extracted from a letter, dated 22nd March, of that inestimable resident landlord, and invaluable friend to Ireland, Sir Michael Dillon Bellew, Bart., Mount Bellew, County Galway.

" Club House, Galway, 22nd March, 1846.

"I had yesterday much pleasure in proposing a resolution (the same as Limerick), in support of the Society for the Improvement of Ireland; it was seconded by the Honourable S. P. Vereker, Loughcuter Castle, and passed unanimously.

"Sincerely, your's,

"M. D. BELLEW.

" Thomas Bermingham, Esq.

One of the Vice-Presidents."

" CITY OF LIMERICK GRAND JURY RESOLUTION.

"RESOLVED UNANIMOUSLY,—That the Grand Jury highly approve of the Society for the Improvement of Ireland, having for its objects the promotion of Irish industry, and the employment of her people, and to obtain from Government loans and grants, in aid thereof, to be administered through the agency of the Board of Public Works, in pursuance of the recommendation of a Report of the House of Commons on Public Works in Ireland, adopted and passed unanimously in 1835, and signed by most of the present Ministry, and by the leading members of the present Opposition; and we sincerely wish success to the Society for the Improvement of Ireland, in furtherance of the above.

"Signed, for self and fellows,

"JOHN O'BRIEN, M.P., *Foreman.*

" Grand Jury Room, Galway."

Proposed by Sir Michael Dillon Bellew, Bart., Mount Bellew, county of Galway; seconded by the Honourable S. P. Vereker, Loughcuter Castle, county of Galway—

"RESOLVED UNANIMOUSLY,—That the Grand Jury of the county of Galway, at Spring Assizes of 1846, approve highly of the Society for the Improvement of Ireland.

"Signed, for self and fellows,

"THOMAS MARTIN, M.P., *Foreman.*"

GRAND JURY, COUNTY OF KILKENNY.

SPRING ASSIZES.—1846.

We, the undersigned Grand Jurors of the County of Kilkenny, having heard from the deputation of the Society for the improvement of Ireland, their desire for our co-operation, beg leave to declare our anxious wish that Government should persevere in their exertions to mitigate the distresses of the people of this country, and largely and liberally *promote the immediate execution of public works for their employment* :

William Morris Reade, D. L., Rossenarra, Co. Kilkenny.

Peter Connalan, D. L., Coolmore, Thomastown.

Robert Tyndall, J. P., Oaklands, near Ross.

Joseph R. Aylward, Shankhill, Whitehall.

William F. Finn, Tullaroan.

Arthur St. George, Kilrush.

Henry Ryan, Kilkenny.

J. Shenton Ball, Kilkenny.

Henry J. Loughnan, Kilkenny.

Michael Cahill, Bonnetstown House, Kilkenny.

Richard Smithwick, Birchfield, Kilkenny.

Thomas St. George, Woodsgift.

Thomas E. Lalor, Cregg, Carrick-on-Suir,

Clayton Savage, Skilcreen.

Thomas Neville, Borrismore House.

N. B.—Several other Grand Juries (as time permitted) have signified their approval of this Society, as well as various public bodies, which space does not permit enumerating, but which can be seen at the Society's temporary Rooms, Holles-street.

LETTERS

RECEIVED UP TO THE PRESENT PERIOD, IN REPLY
TO RESOLUTIONS.

LETTER OF THE RIGHT HON. LORD VISCOUNT MASSEREENE AND
FERRARD, ANTRIM CASTLE, ANTRIM.

"Merrion-square, Feb. 26, 1846.

"GENTLEMEN,—I received a letter at Antrim two days ago, informing me of a meeting having been held for the establishment of a Society to be called "The Society for the Improvement of Ireland," and of the honour done me by that meeting, in requesting me to accept the office of one of its presidents.

"It is with great pleasure that I do so; and I have not the slightest doubt, but that a Society based upon such principles as your's is, will be of vast benefit to the country. I hail the establishment of a Society for the improvement of Ireland, *irrespective of politics or party*, as a bright era in her history, for, I am persuaded, were Irishmen to take a more comprehensive view of their situation, and look more to the good of the *entire land* than to that of *their party*, the country whose welfare they have most at heart, would be one of the most prosperous on the face of the globe.

"It is not so much injustice done us as our own internal and petty differences that have kept us so low in the scale of nations; but I feel confident that the time will soon arrive when, through the instrumentality of your Society, the Irish party will be the only party in the kingdom.

"I have the honour to be, Gentlemen,

"Your obedient Servant,

"MASSEREENE AND FERRARD.

"To D. F. Brady, Esq., and D. Stack, Esq.,
Hon. Secs. Society for the Improvement of
Ireland, 9, Holles-street."

LETTER OF THOMAS WYSE, ESQ., M. P.

" 17, Wilton-place, Belgrave-square, Feb. 28, 1846.

"SIRS,—I have had the honour of receiving this morning your communication of the 20th inst., with the accompanying Number of *Saunders News Letter*, conveying to me the report of the proceedings which took place at the late Meeting at the Music Hall, Dublin, for the purpose of forwarding a Society for the Improvement of Ireland, without reference to sect or party; and amongst their Resolutions, one appointing me one of the Presidents of the Society, and confiding the Petition of the Meeting to my care.

"I beg to express in answer, my sincere acknowledgments for this high honour, and to offer my humble but zealous co-operation, not only in the position in which their kindness has placed me, but in any other in which I can assist in advancing the patriotic object of such a Society. I rejoice to find that Irishmen of all political and religious colour can cordially unite for the good of Ireland, and anticipate, from a persevering continuance in the same right, blessings physical and moral, which we have in vain looked for in our mutual distrust and separation.

"Begging you will have the kindness to make this communication to the Society, and thanking you for your personal courtesy.

"I have the honour to be, Sirs,

"Your obedient Servant,

"THOMAS WYSE.

"To D. Stack, Esq., Barrister at Law, T. C. D.,
and D. F. Brady, Esq., Hon. Secs., Society
for the Improvement of Ireland."

LETTER OF SIR H. WINSTON BARRON, BART., M. P.

"London, Feb. 6, 1846.

"SIRS,—I shall be most happy to act as one of the Vice-Presidents for the Improvement of Ireland.

"I am faithfully yours,

"H. WINSTON BARRON.

"D. Stack, Esq., and D. F. Brady, Esq.,
Hon. Secs., Society for the Improvement
of Ireland."

LETTER OF SIR RICHARD MUSGRAVE, BART.

"Tourin, Cappoquin, March 14, 1846.

"GENTLEMEN—I have to return thanks for the honour of being appointed one of the Vice-Presidents of the Society for the Improvement of Ireland, irrespective of sect or party.

"It will, I trust, be in the power of that Society to effect much good, and I shall be most happy to give my humble assistance in forwarding the improvement of our country.

"I have the honour to be, Gentlemen,

"Your most obedient Servant,

"R. MUSGRAVE.

*"D. Stack, Esq., and D. F. Brady, Esq.,
Hon. Secs. Society for the Improvement
of Ireland."*

LETTER OF J. S. LAMBERT, ESQ., TO THOMAS BERMINGHAM,
ESQ., V. P.

"Cregclare, Ardahan, March 22, 1846."

"Your letter, enclosing a printed circular, has been forwarded to me, inviting me to become a member of your Society.

"I highly approve of the Society for the Improvement of Ireland (irrespective of sect or party), as one likely to be of much benefit, in suggesting the best means of employing the people and improving their condition.

"I also approve of the petition about to be presented to Parliament by Mr. Wyse, M. P., and I shall feel very glad to cooperate in carrying out the objects of the Society as far as is in my power, and please put down my name accordingly; but as I seldom leave home, I think I can do more good for the Society by residing in the country.

"I do trust the Society may prosper, as such was much required; for however well-disposed and patriotic individuals may be found scattered here and there throughout Ireland, a Society well arranged, and composed

of persons of all sects and parties, must have influence with any Government. Again wishing the Society every prosperity,

"I remain, your's faithfully,

"J. S. LAMBERT."

LETTER FROM BENJAMIN MORRIS WALL, ESQ., MAYOR OF
WATERFORD.

"Waterford, 9th March, 1846.

"SIR,—I have to acknowledge the receipt of your letter of the 6th instant, informing me that I had been elected one of the Vice-Presidents of 'The Society for the Improvement of Ireland.' I feel much honoured and obliged, and trust that a Society formed on such a basis will unite every Irishman, in one general desire to benefit and improve our country.

"I have also received the receipt for my subscription for the present year, which you enclosed in your letter.

"I have the honour to be, Sir,

"Your most faithful Servant,

"BENJAMIN MORRIS WALL,

"Mayor of Waterford.

*"H. Gibbon, Esq., Assistant Secretary, &c.,
9, Holles-street, Dublin."*

THE END.

